

VIA MARSEILLES]

# The London and China 新聞紙 Telegraph.

PUBLISHED WEEKLY ON ARRIVAL OF THE P. & O. MESSAGERIES AND PACIFIC MAILS FROM CHINA JAPAN STRAITS SETTLEMENTS, &c

IN CONNECTION WITH THE "LONDON AND CHINA EXPRESS." A WEEKLY SUMMARY FOR THE OUTWARD MAILS.

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LONDON, MONDAY, JULY 23, 1877.

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## Latest Advices.

Ports	OUTWARD.		HOMeward.
	From London.	Arrived out.	Received July 18.
JAPAN—Yokohama ... ..	April 13	May 20	June 5*
Yedo ... ..	—	—	" 2*
Osaka and Hiogo ... ..	—	—	" 2*
Hakodadi ... ..	—	—	" 2*
Nagasaki ... ..	—	—	May 26
CHINA—Peking ... ..	—	—	" 22
Tien-tsin ... ..	—	—	" 29
Chefoo ... ..	—	—	" 25
New-chwang ... ..	—	—	" 18
Pankow ... ..	—	—	" 30
Kin-kiang ... ..	—	—	" 28
Chin-kiang ... ..	—	—	" 30
Shanghai ... ..	" 13	" 26	June 3
Ningpo ... ..	—	—	May 30
Foochow ... ..	—	—	June 3
Yormosa ... ..	—	—	" 1
Amoy ... ..	—	—	" 5
Swatow ... ..	—	—	" 6
Hong Kong ... ..	" 27	June 3	" 9
Canton ... ..	—	—	" 7
Macao ... ..	—	—	" 8
PHILIPPINES—	—	—	—
Manila ... ..	" 13	May 21	May 2
COCHIN-CHINA—	—	—	—
Saigon ... ..	May 4	June 7	June 14
SIAM—Bangkok ... ..	—	—	" 12
BORNEO—	—	—	—
Labuan ... ..	—	—	" 6
Sarawak ... ..	—	—	May 31
JAVA—Batavia ... ..	—	—	June 14
Samarang ... ..	—	—	" 7
Sourabaya ... ..	—	—	" 3
MALACCA STRAITS—	—	—	—
Singapore ... ..	May 18	" 16	" 17
Penang ... ..	" 11	" 7	" 11
Ceylon—	—	—	—
Galle ... ..	June 1	" 24	" 25
Colombo ... ..	May 25	" 16	" 23

\* Via San Francisco.

### THE MAILS, &c.

The French mail, with the advices dated as above, from China and the Straits Settlements, was delivered, via Marseilles, on the 18th inst. There are no later Japan advices than those which reached London, per Occidental and Oriental Company's steamer *Oceanic*, via San Francisco, on the 10th inst. The next inward (P. and O.) mail from Yokohama 6th, Shanghai 10th, Hong Kong 16th, Singapore 24th June, which is due via Brindisi, on Monday next, the 30th inst., left Galle on the 5th inst., its due date.

The Penang and Singapore cables have been temporarily interrupted; but are now working satisfactorily. The lines to China are also in thorough working order.

## List of Passengers.

### PASSENGERS INWARD.

Per Messageries Maritimes steamer *Assa*, from Marseilles, July 18.—From Shanghai: Mr. and Mrs. Stoltet, Mr. H. Krauss. From Hong Kong: Messrs. Bolton, Bruce, Albans, Coglian, Mercusot, Van Eetweld, Alcina and brother, and Parsons. From Saigon: Messrs. Trève, Lasnier, Geoffroy. From Singapore: Mr. and Mrs. Chapman and child, Messrs. Grimaldi, Hulber, J. Hieber, Cuin er, Delasalle, J. Neave, W. Read, Boju and child, Souverein, Boviratta, Bran de St. Pol, O'Korke, and Waterman.

### PASSENGERS OUTWARD.

Per P. and O. steamer *Jedus*, from Southampton, July 12.—To Hong Kong: Mr. C. de B. Stewart, Commander R. Evans, Mr. E. G. Colahan. To Ceylon: Mr. W. W. Kenny, Mr. J. H. Campbell, and Dr. A. D. Fraser.  
Per P. and O. steamer *Ceylon*, from Venice, July 20, and Brindisi, July 23.—None.  
Per P. and O. steamer *Khadiv*, from Southampton, July 26.—To Hong Kong: Mrs. and Miss Wells, Commander Hunt, Messrs. F. J. Russell, C. L. Vasey, A. Lynch, and G. Bolster. To Penang: Mr. and Mrs. D. Brown and two children, Miss Scott, Mr. Buttery. To Ceylon: Mr. Compe, and Mr. E. I. T. Collas.  
Per P. and O. steamer *Bokhara*, from Southampton, August 9.—To Singapore: Mrs. Trotter and two daughters.  
Per P. and O. steamer *Hydaspes*, from Southampton, August 23.—To Penang: Lieut. and Mrs. Fox. To Colombo: J. Trubridge.

Per Messageries Maritimes steamer *Sinda*, from Marseilles, July 29.—To Yokohama: Messrs. Lenz and L. Bosolo. To Batavia: Messrs. F. Smeding, Jandel, and Klasing. To Singapore: Mr. and Mrs. Oppen and children. To Colombo: Mr. B. Lyons.

Per Messageries Maritimes steamer *Tangass*, from Marseilles, Aug. 12.—To Colombo: Sir James and Lady Longden and family, Mr. A. N. Hayne, A.D.C. To Singapore: Eight Spanish missionaries.

Per Messageries Maritimes steamer *Assa*, from Marseilles, August 26.—To Yokohama: Mrs. Sutton and children. To Hong Kong: Mr. J. D. Hutchison.

Per Messageries Maritimes steamer *Amazona*, from Marseilles, Sept. 9.—To Batavia: J. Van Vilet. To Colombo: Mr. and Mrs. Grieve.

Per steamer *Glencagles*, from London, July 18.—For Shanghai: Capt. Stewart and Mr. J. T. Lamb.

## Summary of News from the Far East.

### CHINA.

#### TIENTSIN.

The *Courier's* Correspondent, writing under date of May 25th, says:—

It is reported that the man Yun, who last winter poisoned the food of the refugees with alum, in order to profit by the diminished consumption, and who has been in prison ever since, has now been sent to Pao-ting Fu to be punished. This, of course the last we shall hear of it, and the moral effect of his disgrace will be quite dissipated by time and distance. It is conjectured that he is to have a short term of banishment. The unusual spring rains seem at last to be over, and they have accomplished very great good indeed. In the interior of Shantung the roads have been very nearly as impassable as at the rainy season. Wherever the ground has been planted at all the crops appear excellent.

H.B.M.S. *Lapwing* has gone outside the bar for the usual target practice.

Mr. Iheda, Japanese Consul, has been obliged to return to Japan in consequence of ill-health. New and commodious consular buildings have just been erected, and everything indicates that that Government has come to China to stay. An extension of the bund to the southern limits of the British settlement is in progress, and the foreshore of the old bund has been planted this year with willow-trees, which are charged with the task of acting as a prophylactic against every variety of miasma.

In the city numerous cases of incendiary fires have occurred, but they have not been traced to any general cause. The hot spring weather has begun, nearly a month beyond the usual time.

### CHEFOO.

Much regret has been caused by the death of Dr. Carmichael, one of the oldest residents. A correspondent writes on this subject as follows:—This morning (May 25) the citizens of Chefoo were bowed in grief as they assembled to take the last farewell of the remains of the late Dr. J. R. Carmichael. It seems almost impossible that the Doctor, in the prime of life, and until only a few days since one of the most active and useful in our midst, shall be with us no longer. For some time, in addition to his foreign practice, the Doctor has spent hours of each day in the Fever Hospital, doing his utmost to alleviate suffering and save the lives of the friendless and helpless Chinese who have fled here from the famine districts. Nothing seemed to give him more joy than the fact that he had the daily evidence of being successful both in relieving pain and in saving life. He could not have been more faithful in trying to save the most distinguished of men than he was in aiding these poor and unknown people. There was not a particle of self-interest underlying this hospital work. He did it from the love he had to do good. He knew the danger to which he was exposed, and often spoke of it; but he did it cheerfully, and continued until he fell a martyr in his zeal to save others. Ten days ago he was stricken down with fever; yesterday, his spirit departed. But he has not ceased to live; he has left a bright example of an active and

useful life. He had endeared himself to many hearts which are now sad at the thought of having lost a true friend. In the most quiet manner possible he was unwearied in his efforts to aid, so far as possible, all that needed help.

#### NEWCHWANG.

The following letter, addressed to the Chamber of Commerce, has been published:—

The following items of information may be of interest:—The Taoutai is endeavouring to persuade the southern and local Chinese trading at this port to agree to the imposition of a tax of 1 per cent. on all goods imported or exported by them, in lieu of the existing impost of 3½ per cent. on imports only. He threatens coercion if persuasion fails. His reason is, he has orders from Moukden to provide funds for the maintenance in this province of a permanent force for the repression of brigandage, to consist of 3,000 infantry and 2,000 cavalry; the annual expense of which is estimated at Tls. 480,000. This may for a very short time throw some more trade into foreign hands. The Customs at this port have notified merchants that they are unable to make arrangements to enable vessels to complete their loading outside the bar. In future, therefore, vessels drawing more than 17 feet would do wisely to avoid this port, or arrange when chartering to complete loading, if necessary, at Chefoo.

(Signed) KNIGHT AND CO.

#### HANKOW.

Hankow letters of May 30 announce the Tea market quiet; total settlements to date 20,000,000 lbs.; stock 10,000,000 lbs. and about 8,000,000 or 9,000,000 lbs. expected; so that in all probability the first crop will be about 38,000,000 or 40,000,000 lbs.

The *Daily News* correspondent says:—

A large business continues to be done daily in tea; the fifty Chaaszes who have arrived seem to be in a feverish state of excitement to buy up all the first-crop teas as quickly as possible, on the ground that there is no finest tea on offer, and the total supplies of that description will be very small; the teas are 20 to 25 per cent. cheaper than last year; they may improve on the passage; the Foochow market may not open soon, &c., &c. The Chinese teamen are said to have made a very good profit—from Tls. 3 to Tls. 10 per picul, so far, for what they have sold. As a matter of fact, the *Loudoun Castle* and *Gleneagles*, with 5½ million pounds of this season's tea, will probably arrive in London about the 1st July; and no doubt a very fair quantity out of their cargoes will be offered at public auction "without reserve," and knock down the market 2d. or 3d. before any important public sales can be made. The dearly-bought experience of last year seems to be entirely forgotten, and people are again hurrying to buy in a few weeks a whole crop which takes months to sell. Yet the first crop is said to be abundant, and if prices continue to be remunerative there will be no short supply of second-crop.

#### WUHU.

The *Daily News* correspondent writes:—

In order, presumably, to give the new port a semblance of doing business, ocean-going steamers from Hankow have to stop at Wuhu, to show their Customs' clearance; and if they pass during the night, as they must go on the opposite side of the river, this may probably involve a delay of two or three hours—not much, perhaps, out of a voyage to England, but still annoying to ships eager to be off.

The Wuhu Customs, however, is bound to red-tape practices. Witness the following illustration! One of the river steamers lately took up a cask of soda water and a box of medicine for the community. The tide-waiter was asked to take them on shore, but as they were upon the ship's manifest his instructions would not allow him to do this, it being necessary in such cases for an officer of the ship to go on shore, enter the vessel and clear her; and as in this case the steamer happened to be late, with a ship in tow, this could not be done. So the cargo had to be taken on, and the Commissioner and the community had to wait till it could be returned from Kiukiang! If the things had been sent up under care of the captain, and not put upon the manifest, the careful tide-waiter could have landed them in his boat.

#### CHINKIANG.

Messrs. Spencer and Wolff write on the 30th May:—During the period which has elapsed since the date of our last report no change worthy of note has taken place in the position of this market for Manchester goods, but a fair business has been conducted from day to day in those classes of Grey Cloth to which the attention of our dealers has been for some time past almost entirely confined, i.e., good medium 8½-lb. Grey Shirtings and fine 7-lb. Mexican T-Cloths, taking these at prices which are about the equivalent of rates ruling at Shanghai.—Although current business is thus fairly satisfactory, future prospects are quite the reverse, for the surrounding country is literally black in places with young locusts which have already done considerable damage to the spring crops, although they are so nearly ripe; and unless these pests migrate when they attain their full growth, it seems probable that there will be a total

failure of the autumn crops in this district. Malwa Opium.—The demand during the past week has been rather slack even for best drug. Quotations, however, remain unaltered, and we still give Tls. 436 to 438 as the ruling rate for finest quality new.

#### SHANGHAI.

The present mail brings advices from this port to the 3rd June; the P. and O. mail from London, April 13, was received on the 26th May.

The most important news which has come forward in the Shanghai papers is a statement in the *Shunpao* (a native journal) to the effect that Mr. Morrison's recent visit to Soochow was made with a view to see the officials about surveying a line of railway, and that the course is likely to be past Kading and Taitan. It further understands that the material of the present Woosung Railway is likely to be transported to Formosa, and that a more substantial road will be laid in its place. Expatriating upon the convenience and expedition of railway travel, it goes on to remark that all these advantages will be available between Shanghai and Soochow in "a year or more," when the line to Soochow is completed.

The annual meeting of the Shanghai Gas Company has been held. During the year an increased consumption of gas was reported, and the net profits had amounted to Tls. 26,917, of which Tls. 18,000 had been devoted to dividends. It was expected to clear off the gas-holders' loan during the current year. By irregularities at the works, during the absence of Mr. Yeo, the Company had sustained a loss of Tls. 1,530 in the coal account and Tls. 152 in the coke account, through deficiencies in the quantities delivered, and to meet these losses the next half-yearly dividend is proposed to be 5 instead of 6 per cent. Messrs. J. G. Purdon, F. B. Forbes, and F. G. White were elected directors for the ensuing year. Some discussion took place as to the propriety or otherwise of the directors having dismissed a man from their service on a charge of defalcation, and having refrained from prosecuting him. It was argued that either they had gone too far or not far enough, and they were urged to take some further action one way or the other in the matter.

From the *North China Herald* we take the following:—

A word-tarif has been introduced on the Great Northern telegraph line, between Shanghai and Hong Kong and Nagasaki. The rate from here to either port will be 40 cents a word, and 30 cents between Shanghai and Amoy. This change in the scale of charges suggests a comparison of the relative advantages of the old and new rates, particularly in cases of messages of five or six words. A share-broker who wants to telegraph in five words to buy Yangtszes can do so for \$2 instead of \$3, which he had to pay formerly. But a merchant who wants to send a message of ten or twenty words will be charged 33 to 60 per cent. more.

This is a continuation of the false policy which dictated the great rise in rates between this and Europe, which both companies inaugurated some time ago, and does not seem justified in the case of the Great Northern, to judge from the last report of the year's operations. The change to a word-rate is a concession which would have proved remunerative to the company as well as advantageous to the public, if the old rates had been adhered to. The increase in the number of short messages would have more than compensated for the first loss on their coast. Comparing, again, the rates charged with those prevailing at home the rate, say from London to Rome, which is about the same distance as from Shanghai to Hong Kong, is 7s. 6d. for twenty words, or rather less than \$2 against \$8; or, if it be objected that this is chiefly by land line, and comparison with a cable route be preferred—3s. a word is, we believe, the present charge from London to New York; that is, roughly, 75 cents for 3,000 miles against 40 cents for 800. The difference seems greater than the greater expenses incidental to the East would necessitate.

The French Municipal Council have resolved on several Public Works—the construction of two new wings to the Municipal Hotel, repairs to the bunding of the creeks in the Settlement, and notably the reconstruction of the River Bund in granite, concrete, and brick, from the Yang-king-pang to the Rue du Consulat. A proposal by Mr. Henderson to sell the property on which the East Police-station is built is accepted. A complaint has been made by the head of one of the coolie guilds on the French Concession, that it is experiencing opposition from a guild on the northern side. The Council do not believe it is well founded, and believe it arises rather from dissensions among the guilds on the French Settlement. If so, it lies with the complainants to assert their rights before the proper tribunal. The tax on brothels is reduced, as it has been on this side, to \$1.

It is satisfactory to learn from the Municipal Minutes that there is at last a prospect of completing the widening of Nan-king-road in the section between the Kiangse and Honan-roads, by acquiring the ground in front of the old *North China Herald* office. Tls. 10,000 of the 1872 loan are to be paid off on the 1st November next; the debentures to be repaid will be drawn by ballot.—A report has been drawn up by the Acting Surveyor



and Mr. Lester, regarding the means of egress from theatres.—The outline of a project for making a floating-bath in the Soochow Creek, between the Boat-house and the Bridge, has been laid before the Council, but with insufficient details.—Consideration of the Water Works scheme is also deferred, for further plans.—The most important subject, however, which the Board had under consideration, was the reply of the Chamber of Commerce to their letter regarding the deterioration of the Hwang-poo. We are glad to find that the Chamber purpose bringing the subject again before the Foreign Ministers at Peking, and also calling to it the attention of the British Government, with a view to its being pressed upon the notice of the Chinese Ambassador in London.

Two or three hundred bales of new silk have come down, and about 100 bales are likely to go forward by the mail, to be paid for according to report, at whatever may be the opening rate. There was a rumour that the market had been opened by the purchase of No. 1 Mountain chop at Tls. 455, which is equal to 20s. 10d., but it was not generally believed. On the 2nd June last year the same chop sold at 14s. 11d. The second crop is said to be getting on favourably. High prices are demanded in the country. The crop is now estimated at 60,000 bales.

The effect of the depreciation of silver is not confined to India Council drafts, and rates of exchange between China and London. In the *Peking Gazette* of the 14th May the Governor of Kirin reports that "much suffering has lately been entailed upon the soldiery in that province by the depreciation in the value of the silver, and the rise in the cost of the necessities of life." He begs accordingly that a squeeze of Tls. 32 per thousand, which has been hitherto customary, may be stopped.

It is officially notified that the arrangement concluded in 1862, with reference to the payment of tonnage dues alternately at each of the three river ports (Hankow, Kiukiang and Chinkiang), by British steamers trading regularly upon the Yangtze—is to be extended in its application to the ports of Wuhu and Ichang.

The fifth anniversary of the Shanghai Temperance Society was celebrated on the 24th ult., by a tea meeting, followed by one of the usual fortnightly literary and musical entertainments. The large hall was completely filled on the occasion, and by the generous liberality of several ladies of the community, both connected and unconnected with the Society, an abundant and varied supply of good things was served. Mrs. Glover and Mrs. Forbes presided at the head and foot of their table, and it is needless to say that this graceful recognition of the merits of a really valuable institution was much appreciated. After tea the programme, which included business as well as pleasure, was proceeded with. The Rev. W. Muirhead was elected Vice-President of the Society, in the room of the Rev. James Thomas, who has gone home.

#### FOOCHOW.

The *Foochow Herald* gives the following news:—

Mr. Sinclair, H.B.M.'s Consul, who has been in Europe on leave of absence since April, 1875, returned to this port on the 26th May, per steamship *Douglas*.

We hear that Doctors Osgood and Whitney, of the Baptist Medical Mission, were assaulted and robbed by natives on their way to Shan Wu quite recently. Dr. Osgood has since returned and given information to the authorities, but Dr. Whitney will remain at Shan Wu.

The Mamoi Arsenal officials have just put together a powerful steam dredge, which arrived in pieces from France a short time ago. This is, we believe, intended for service in the vicinity of the Arsenal, and if it meets the expectations of the authorities, a marked improvement in the depth of the channel abreast of the Arsenal should be visible ere long.

As tea shipping is once more in full swing the local marine insurance companies would do well, we think, to follow the example of the home offices, and by reducing the rate on tea shipped by certain well-known steamer lines attract business. A correspondent points out that whereas in former years shippers were obliged to make early application in order to avoid having their teas "shut out," they are now compelled to tout for business.

A fire took place on the evening of the 25th May, in the main street of Nantai, between the store of Messrs. Hoklee and Co. and Messrs. Olyphant and Co.'s hong. The first alarm was given shortly before 11 p.m., and but little time was lost in bringing all the available foreign engines to the spot. Owing to the proximity of the river there was abundance of water with which to work the engines, and as there was but little wind at the time, the flames were completely mastered about midnight. Between thirty and forty houses were burnt.

The premises formerly occupied by the Great Northern Telegraph Company were broken into on the evening of the 26th May, and clothing and other articles, the property of Chinese Telegraph students, stolen therefrom. The thieves are supposed to belong to the same gang that recently plundered Messrs. Dunnill and Brockett's store; and we understand that the native authorities are in possession of certain information that may lead to the recovery of at least a portion of that stolen property. We also learn that the residence of Captain Saunders at Pagoda Anchorage was entered by thieves a few nights ago.

#### HONG KONG.

Dates by this mail extend to the 9th June; the P. and O. mail from London, April 27, arrived out on the 3rd June.

The Colony does not appear to be very well contented with the indications which it had had of the policy likely to be pursued by H.E. Mr. Pope Hennessy, the new Governor. On the 6th inst., he was formally sworn in as Governor and Commander-in-Chief before the Legislative Council, and though he made no declaration of policy then, it seems that his ideas as to the course to be adopted have become known through various channels; and have according to the *Daily Press* been causing much disquietude. That paper says that it appears too evident that Mr. Hennessy is about to attempt to repeat the policy he sought to carry out in other colonies, namely, the conciliation of the natives. He has always espoused the cause of the natives against the foreigners, obviously from perfectly disinterested motives and acting on a belief that they were not fairly treated. And it must be confessed that in some instances the inferior and subject races have been rather hardly dealt with, either from the fears, the jealousy, or the contempt of the whites. But this championship of the natives may be carried too far. In different colonies different circumstances prevail. In Hong Kong there is no oppressed, down-trodden race to be protected. Not only are the Chinese thoroughly capable of taking care of themselves, but they have uniformly been treated with marked consideration by the Government. It is stated that the Governor wishes to abolish both flogging and the night pass system, and it is objected, not without reason, that doing so would be the withdrawal of the greatest safeguard the Colony enjoys against burglary and midnight violence, that it would impart a feeling of general insecurity in the minds of the residents, especially those whose experience dates far back, and would afford encouragement to the criminal classes of Canton to migrate to Hong Kong, and so involve the increase of the Police Force, already considerably larger than that of any other Colony of the same size.

A motion has been brought in the Admiralty Court for the sale of the ship *Rosina*. The captain stated that his wages as master of the *Rosina* for the voyage commenced on the 3rd December, 1874, when he left New York. In 1872 witness went from New York with a general cargo to New Orleans. The vessel was, in April, 1875, chartered to go to Newcastle, N.S.W., for coal to Singapore. Witness received the charter-money for that in Singapore the same month. At Singapore he lay a long time trying to get a charter for home, and failing that went to Sourabaya, Java, in ballast. From Sourabaya he chartered the vessel to Melbourne. He left Java in July, 1875, and on arrival in Melbourne received the charter, about £1,000, less part which had been drawn in Java. After paying all expenses a balance of £47 was due to the owner. From Melbourne he went in ballast to Puget's Sound. He was chartered in Melbourne to take a cargo of timber from Puget's Sound to Melbourne. For this he received not more than £600. He arrived in Melbourne on October 12, 1876. The whole of the £600 was spent on the ship. He had a very stormy voyage, and it was necessary to repair the ship. Having no money, and no letters of introduction, he went to a broker with whom he had previously dealt to get the money. The broker gave him an introduction to Mr. Prell, who promised to let him have the money, about £1,000, at 6 per cent., and there was no agreement about a bottomry. He was simply to draw a draft on the owners. No bond was signed at that time, and he told the broker he would not have a bottomry. This was on the 14th or 15th October. On the 27th October the vessel was put into dock. The agent of the Boston Board of Underwriters had her surveyed, and what he recommended was done. Witness did not see Mr. Prell after the first time. The bottomry bond was signed by witness four days before going to sea. He also signed a bill of exchange on the owner, at sight. Witness advised the owner about the 6 per cent., and expected the bill would have been accepted. After the vessel was repaired witness tried to charter her, but the broker told him that if he went to any other port than Hong Kong he would have to pay 10 per cent. more on the money. This was before the bottomry bond was presented or witness knew anything about it. From Melbourne he went to Newcastle, N.S.W., and brought a cargo of coal to Hong Kong, at 18s. 6d. per ton. The freight was arrested by the marshal. The Court ordered the sale of the vessel, reserving judgment on the question of the claim of the captain for his wages, on the ground that he had remitted to the owners more than sufficient to cover it.

The Hong Kong Christian Association have held their annual meeting, when the Rev. E. Davis was elected President for the year.

A prisoner who was sentenced to be flogged at the last criminal sessions was not brought forward to receive his punishment on the day appointed, it being understood that the reason was, his Excellency the Governor having the whole subject of flogging under his consideration.

The system of competitive examinations for Government appointments has been introduced, the first examination of the kind being for a clerkship in the Registrar-General's office. The plan appears to be generally approved of, and is considered likely to be beneficial to the colony.

St. Joseph's Catholic Chapel was opened on the 3rd June, without, however, any ceremony of consecration.

Sir David Wedderburn, and his brother Mr. W. Wedderburn, who have been making the grand tour, arrived at Hong Kong on the 3rd June, have been staying as guests at Government House.

Local improvements are being carried on with vigour. A new wall and steps at the commencement of Castle-road have at last been completed by the necessary addition of a suitable railing, and the cricket ground has also been re-railed. The Chinese staff at the Royal Naval Hospital have been exercised at fire extingisher drill, the results being very satisfactory.

#### CANTON.

The correspondent of the *Daily Press*, writing under date of June 6, says:—

A little incident showing the manner in which junks from Hong Kong are subjected to the operation of squeezing has just come to my knowledge. The *Wing Shun Lee* junk, from Hong Kong to Canton, stopped, as is usual, at the Cheung Chow lekin station in order to pay the dues. The junk was searched, and a few balls of opium were found. Upon this the officer of the station detained the boat and accused the master of smuggling the opium. Leung Afook—such is the name of the master—protested that the opium was the property of passengers and that he knew nothing about it. The Customs officer, however, persisted in his charge and demanded Tls. 240 from the unfortunate junk master. "Tread on a worm and he will turn," says the proverb, and the enormity of the squeeze in this case was more than could be endured. The master has accordingly petitioned the Viceroy of Canton on the subject, and an investigation has been ordered. We may therefore possibly have an opportunity of ascertaining what protection the Chinese can obtain from their own authorities against these squeezes by petty officials, but more probably the investigation will never be heard of again. The Viceroy, however, has given notice that although smuggled goods are to be confiscated, there is no rule for detaining the junks carrying them.

(FROM AN OCCASIONAL CORRESPONDENT.)

CANTON, JUNE 7, 1877.

In my former communications to you, respecting the floods by which the districts of Tsing-uen and Fa-uen have been recently inundated, I neglected to mention a very singular circumstance. Many of the women, when they discovered that death by drowning was inevitable, deposited their infant sons in boxes with the hope that they might be borne over the surface of the waters to places of safety. To the person of each babe an address was attached, and a certain sum of money to be expended in procuring sustenance for it, was also lodged in the box. Several male children have been saved from the fury of the waters by the adoption of this extraordinary plan. Surely this fact proves two things. Firstly, it affords evidence that Chinese parents love their male offspring, and secondly, it proves, beyond all reasonable doubt, their earnest belief in the great Confucian doctrine of ancestral worship. Chinese parents and grandparents, &c., evidently regard it as an unspeakable privilege to be worshipped, when they have done with this life, by their male descendants.

One of the principal native bankers—a gentleman named Chan, and for many years the chief manager or director of the Ee-fat bank of this city—has, very recently, committed suicide by taking opium. It appears that he has, for some time past, been most unsuccessful in his various investments and speculations. This painful fact becoming generally known, a run upon the Ee-fat bank was the natural result. A Chinese lady named Pang-Tai-Koo, who is evidently a woman of great energy of mind and decisions of character, was a depositor in the bank in question of a very considerable sum of money; and on finding that she could not recover it in consequence of the insolvent state of the bank, she abused Chan to such a degree in the presence of his clerks and others, that he hastily entered a private room, and then and there deliberately took his own life.

On the night of the 1st inst., the foreigners who reside at Shamien were suddenly aroused from their slumbers by the loud beating of tom-toms and gongs, and by vehement cries of Fire! fire! On rising from their beds they discovered that a fire was raging in Old China-street, and which, I regret to say, was not extinguished until twenty shops or houses had been destroyed. In one of these tenements—a store in which Chinese paper and stationery were sold—a youth of sixteen years of age was burned to death. Shortly after the conflagration had begun several thieves appeared on the scene, and feloniously appropriated to themselves articles of various kinds. Four of these villains were caught, and safely lodged in the prison of the Namkoi magistrate. Many fire brigades turned out on this occasion, and rendered very efficient services. The most distinguished of these brigades, however, was one composed of British and other foreign residents at Canton, under the able command of Mr. Herbert Dent, of Messrs. Birley and Co.'s firm.

A very extraordinary instance of parental authority on the part of a Chinese mother came under notice on the 1st inst. A widow, who resides near the Fuuk-po Temple, which is situated in the Houam suburb of this city, deliberately put to death her

profligate son. It appears that the youth in question, who was nineteen years of age, was not only a disobedient son, but also a confirmed gambler. His mother, therefore, to whom he was in consequence a source of very great sorrow, resolved to put him to death. This resolution on her part she submitted to the notice of her brother, who was, of course, the maternal uncle of the youth. Both agreeing that the lad was an irreclaimable vagabond, and as such a disgrace to the family, his death was there and then premeditated. Accordingly they invited the unsuspecting object of their unnatural hatred to a dinner, and plied him with wine to such an excess that he fell from his chair most helplessly drunk. When in this state of inebriation he was bound hand and foot and submerged in the waters of the Macao branch or passage of the Canton river. So soon as life was extinct his remains were placed in a coffin, and conveyed to the Fwung-Wong-kong Cemetery for interment. The mandarins would, I apprehend, if this extraordinary case were made known to them, make some inquiries respecting it. It is an undeniable fact that Chinese parents, as was the case with Jewish parents of old, have an almost absolute power and authority over their children, and that disobedience to their commands is regarded throughout the length and breadth of the empire as a most heinous offence. But they are, nevertheless, bound, so we believe, to consult the officers of justice before they can proceed to such dreadful extremes.

But let us now close our remarks on this subject by stating that on the 4th inst. a woman named Kwok-Shi, who resides in the Chau-tau-san-kai street of this city, showed her authority over her female slave, a little girl, either by flogging or kicking her to such a degree as to cause her death. It appears that this little slave-girl had gone out on an errand for her mistress, and on returning at an hour considerably beyond the time appointed, she received a chastisement which has terminated fatally. Thus far no steps have been taken by the authorities in regard to this sad case of brutality.

On the 5th inst. Ayew, who was for many years a much respected tea-merchant at this port, died in the fifty-ninth year of his age. He was at one time compradore to the firm of Messrs. Adam, Scott and Co., of Canton, and was well known to many foreign residents in the south of China.

#### AMOI.

Mr. Tong King Seng, chief manager of the China Merchants' Steam Navigation Company, is now in Amoy looking after the interests of the Company. He proposes to at once place a line of steamers between Hong Kong and Foochow, and will shortly visit Formosa with the view of starting a line of steamers between this and the Formosan ports.

It is asserted by responsible parties that his Excellency Ting Futai has not been appointed Governor-General of the northern provinces as stated, but will return to Formosa to carry out his schemes for the development of that beautiful island; that he has already sent some telegraph men in advance to construct a line from Taiwanfoo to Keelung, and that they are now at work. It is also said that he has telegraphed to the oil department at Pennsylvania, U.S., for an expert oil miner to work the oil springs in Owland and Kim-pao-lee. Something is being done beside towards the working of the sulphur mines.

#### TAKOW.

An occasional correspondent of a Hong Kong paper says:—

H.E. Ting Futai has left Formosa for Foochow, and it is doubtful whether his Excellency will ever return again. Bad luck for Formosa! Now that the worthy and energetic old Futai has left things are certain to be as bad as before, and you need not be surprised to hear from this most startling news. His Excellency's presence in the island was a great hardship to all his subordinate officers, as squeezes of any description were impossible during that time, but now begins the golden harvest. The most ingenious stratagems are resorted to to fill the so long empty coffers of the mandarins, and it is painful to see how a few of the foreigners in the Chinese service willingly lend a helping hand to Chinese officials to facilitate the game, at the expense of foreigners and foreign trade.

It appears that a Customs employé here, for some cause or other, applied to the local mandarins for a warrant of arrest against the compradore of a foreign merchant, which was promptly granted, the compradore being a very wealthy man, and having wealthy relations, thus promising to the wily mandarins innumerable squeezes. The mandarins being, however, somewhat afraid to execute the warrant, had recourse to the Commissioner of Customs, who placed at the disposal of the mandarins, the Customs Harbour Master, and examiner, and a number of Customs' gigmen, who in a body, during the absence and without the knowledge of the foreign merchant concerned—forced their way into the premises of the said merchant, pulled the unsuspecting compradore out of his bed, and carried him to H.B.M. Consulate. H.B.M. representative declined to have anything to do with the compradore, but allowed Chinese policemen to drag him from the Consulate with the intention of taking him to the next district town (about seven miles away), when, thanks to the spirited action of another



foreigner, who wanted to save his friend the humiliation of seeing his comrade dragged through the island like the lowest criminal, the man was liberated; of course, the mandarins had no charge against the comrade ere this, but the fact of a foreigner having liberated him gave them the pretext for a most cruel persecution of the poor Chinaman. It is said that the Acting British Consul in this port without hesitation countersigned the warrant for the apprehension of the foreigner's comrade, though it had been procured by a foreigner against a foreigner's servant without the previous knowledge of the Consul. Now, if it be true that a British Consul is bound by treaty to countersign a warrant issued by a mandarin for the apprehension of a foreigner's servant, irrespective of the reason of such injurious proceedings, it is time that something should be done to deprive the mandarins of such a powerful weapon, and to strengthen the hands of the foreign Consuls to protect trade more effectually. I hear the comrade is yet unable to return to the business-premises (fearing another arrest). In the meantime his employer's business is going to the dogs.

A great deal of fighting is at present going on in the south of the Island, and since the troops there are numerous and all well armed with breechloaders, I am afraid it will now go hard with the poor aborigines. It seems the aborigines in the south of the Island are the most difficult people to deal with (though it did not take the Japanese long to bring them to submission).

### PHILIPPINE ISLANDS.

#### MANILA.

The subjoined items of intelligence are translated by the *Straits Times* from Manila newspapers:—

Twelve copies of a draft plan of railways, to be constructed in the island of Luzon, drawn up by Don E. L. Navarrom, in compliance with a Royal order, had been forwarded to the Spanish Minister for the Colonies.

Intelligence had been received from Spain that the preliminary inquiries as to the laying of the submarine telegraphic cable to connect the Philippines with Europe had been effected.

By last accounts, owing to scarcity, rice had risen in price at Manila, it being quoted there at 15 cuartos per cavan. Several consignments were expected shortly.

Sooloo is progressing favourably. The head chiefs, many of them, continue obstinately to stick out for their barbarous petty despotism. A more serious turn of thought occupies many minds; an influx of Chinese is not unlikely to flock to Sooloo, as they have done to many promising points for their ardent chase after the dollar. Now is the time to provide against that trouble and annoyance caused by them in other quarters. Singapore they appear to be taking, if not by storm, at least by escalade. The Batavia authorities might give us some very useful hints on this subject. A poll tax and a demand for good sound security would be likely perhaps to confine immigrations of Chinese to useful, or industrious individuals, and to exclude the roughs and robbers from China, who land in thousands in other quarters of the world. Not one of them should be allowed to land or stay in the place who cannot prove that he is a Northern, or a *bona fide* trader, and can produce some respectable security to that effect. Rascality should be sent back or away by the vessel which brought it, and this plan being strictly enforced might soon act as a preventive or deterrent in keeping away vagrant professional pilferers, and reprobate adventurers. The utmost strictness should be observed in imposing such enactments, otherwise the low Chinese are very smart in slipping through the meshes of almost any laws. If they become too numerous in Sooloo they might ultimately plot and combine with the natives in the neighbouring islands or country, as they did formerly with the natives in Java, causing immense loss of life and property, and hence that strict supervision under which they are now held at Batavia. In reflecting on the future, this point is worthy of some serious thought certainly. They afforded a severe lesson formerly at Sarawak likewise. The laws and regulations regarding the Chinese element of the population at Manila may be strict and suitable for that place generally; but as Sooloo is declared a free port and immigration specially encouraged, the situation becomes so peculiar and so different from that in any other portion of the Philippines as to have called forth the foregoing remarks; and it may probably be judged expedient by the authorities to make special rules and regulations, regarding the influx of Chinese before they become too numerous to be easily dealt with, or even dealt with at all. An improved code might be adopted with advantage in the Sooloo Archipelago for strict regulations against any influx of Chinese adventurers of the truly ruffian or criminal class.

### COCHIN CHINA.

#### SAIGON.

The *Courier de Saigon* of the 20th May contains an Ordinance of ten chapters, authorising the erection of Saigon into a Municipality with a Mayor, two Assistants, and twelve Municipal Councillors. Of the twelve Councillors eight must be French

born or naturalised subjects, two, natives of the country, and two, foreigners, one Asiatic, and non-Asiatic. The non-French members of the Council are nominated by the Governor in Council, and the rest of the Council are elected by vote of the ratepayers. The ordinary meetings of the Council will be held four times a year, at the beginning of February, May, August, and November, and each meeting will last ten days, but extraordinary meetings may be convoked by the Governor, at the request of the Mayor, should the interests of the community require it. The meetings of the Council are not public, but every ratepayer may obtain copies of the proceedings. The Mayor and his assistants are nominated by the Governor from among the Municipal Councillors elected by the ratepayers. The duties and powers of the Mayor and the Council are minutely detailed in two chapters of the Ordinance. Another chapter is devoted to the revenue and expenditure of the Municipality, and the manner of imposing and levying taxes. Chapter eight defines the legal position and liabilities of the Municipality and how it may sue and be sued in courts of law. Chapter nine relates to the accounts of the Municipality, and chapter ten lays down the law regarding the qualifications of electors and the revision of the electoral lists.

### SIAM.

#### BANGKOK.

The *Advertiser* has the following:—

There is no section of the east where railways are more needed than in Siam. The country should be opened up and developed in order that the natural fertility of its soil may be made to yield a remunerative return for labour employed and capital expended in its cultivation. The value of the most important cereals consumed by mankind is estimated not so much by their quantity as by their nearness to a point of shipment and cheapness of transportation. Railways alone can furnish both where water communication is inadequate or unreliable. It would be difficult to find a country possessed of more natural facilities for cheap and rapid railway construction than Siam. Here labour can be had at merely nominal rates, timber for ties and bridges for almost nothing, and iron rails, engines, cars, &c., can be obtained in England and America at lower prices than ever known before.

The construction of a railway northward towards the great rice-producing region and near the valuable timber forests would increase the trade of Bangkok fully fifty per cent. and add immensely to its commercial importance. No time should be lost in prosecuting this highly important work.

A young Government official has just ordered from a prominent firm here nine little steamers to make our river lively. Now even a little steamer of some prince or nobleman as naturally calls to our landing, to give its owner an opportunity to survey our book department and make purchases, as a boat of many oars of the olden time. It is easier to keep a little steamer than a great number of boatmen.

### STRAITS SETTLEMENTS.

#### SINGAPORE.

The present French mail brings advices from this port to the 17th June; the French mail from London, May 18, was received on the 16th June. We take the following items of intelligence from the *Straits Times*:—

A *Government Gazette Extraordinary* contains the Queen's Proclamation of Neutrality in the war between Russia and Turkey. There is nothing calling for particular notice in the Proclamation, which is in the usual form, the question of illegal enlistment, shipbuilding and expedition in the interests of either of the belligerents being specially dwelt upon and forbidden; but attached to the Proclamation is a despatch or memorandum by Lord Derby, Secretary of State for Foreign Affairs, laying down rules as to the use to be allowed to the belligerents of Her Majesty's ports, harbours, and coasts throughout all her dominions.

Intelligence has been received by Messrs. Hinnekindt and Co., agents to the Olano Larrinagaine of steamers, of the stranding of a mail steamer of that line, the *Gloria*, bound from Manila to Spain and Liverpool, calling at Singapore. The *Gloria* left Manila on the 25th May, with about 300 passengers for Spain, and a full cargo. When off Pulo Laut, a small island on the north of the Natunas Group, on the 30th May, she struck on an unknown reef, but, though it is probable the vessel may be lost, the passengers were landed safely on the island. The vessel was discovered to be in distress in the afternoon of the 3rd June by Captain McKeon, of the British barque *Marquis of Argyle*, who, being signalled by a boat from the *Gloria*, put back immediately to her assistance, and, about three A.M., on the 4th June, anchored about a mile and a half off the *Gloria*. Though Captain McKeon expressed his willingness to take the whole of the passengers and crew on board his vessel and convey them to Singapore, his offer was declined, on the ground that most of the passengers were political

prisoners, and they are detained on the island. The *Marquis of Argyll*, which arrived here this morning, brought on only the purser and engineer. The agents have, we understand, chartered a steamer to be despatched to the assistance of the stranded vessel.

We learn that some Chinese have been arrested by the police under circumstances which go to show the necessity of occasional investigations as to the treatment extended to newly-arrived immigrants. Some seventy men have, it appears, been confined for twelve days in a house near Hill-street, owing to their inability to pay what their gaolers claim as passage-money—a sum which the immigrants declare to be exactly five times the amount they were told they would be charged in China. They further allege that they have been beaten and half-starved. Information was given to the Chinese Protector's department, but the Immigration Ordinance not being in force, the matter was referred to the police, by whom the coolies were taken in charge. We may mention that two of the men have died since their release—both small-pox and dysentery having attacked the coolies. Without undertaking to say how far their allegations of ill-usage are true, we must certainly express an opinion that something should be done to keep an eye on fresh arrivals.

While the Australian Colonies are providing for all eventualities, and our Governor has gone to give them the benefit of his advice, it may not be out of place to inquire whether any one is taking thought for the defences of Singapore and the Straits Settlements generally. Have any steps been taken to obtain a supply of torpedoes and trained men to manage them? War with Russia is, if we may judge from the report of the debate in the House of Commons on Mr. Gladstone's resolutions, exceedingly improbable, but more unlikely events are happening every day, and events move fast now-a-days, and should Russia prove overwhelmingly successful, and, as is her wont, glaringly falsify her professions and repeated declarations, there will be war to a certainty, and suddenly, in spite of Mr. Gladstone and his faction. The Russian squadron have left San Francisco under sealed orders, and it would not be at all surprising if they turned up some fine morning entering Singapore roadstead. In that case H.M.S. *Grouler* would be in rather an uncomfortable position, even if reinforced by the *Charybdis*, and Singapore would be entirely at the mercy of the Russians. Fort Canning's pop-guns can manage to fire a decent salute, but that is all they are good for, and H.M.'s gallant 74th could not do much against iron-clads. The Russians would hardly let slip the opportunity of levying a "squeeze" that would rather astonish the Colonial Treasurer and our merchants and bankers. In that case it may be some consolation to them to know beforehand that, according to an Australian paper, Lord Carnarvon has promised to refund any such squeezes on Colonies.

The Java Bank has fixed at 13 3-10 per cent. its dividend for the financial year closing with March last. In the report of that institution it is once more pointed out with stress that the money market in Java can only be considered secure from arbitrary disturbance when the artificial and unnatural system of conveying the larger portion of the produce of the country to Holland to be sold there is departed from. Owing to this system Netherlands India, for its requirements as to a circulating medium, is dependent on the conduct of the Netherlands Government, and on its watchfulness in the timely and sufficient sending out of specie. This difficulty is increased by the law making gold a legal tender here as well as silver. Indeed, should there be no opportunity for making use of N.I. silver in the Netherlands at its full current price, it will depend solely on the Netherlands Government, and on the quantity of gold it sends out, whether or not people in Java will have gold enough for foreign countries, and will be able to keep silver at its legal value.

## BIRTHS, MARRIAGES, AND DEATHS.

### BIRTHS.

**BELL**—On the 16th July, at Ferham, Ludoola, Ceylon, the wife of Charles G. Bell, of a son.  
**DANIELSEN**—On the 2nd June, at Amoy, the wife of Mr. J. W. Danielsen, of a son.  
**McLEOD**—On the 3rd June, at Tanglin, Singapore, the wife of Colonel McLeod, 74th Highlanders, of a son.

### MARRIAGES.

**BAYNES-SHUPTON**—On the 14th July, at Barlow, Derbyshire, by the Rev. George Shupton, uncle of the bride, and the Rev. James F. Baynes, brother of the bridegroom, the Rev. William Henry Baynes, Curate of St. John's, Pentlbury, late Seaman's and Garrison Chaplain at Hong Kong, to Agnes Mary, elder daughter of Joseph Shupton, of Thornfield, Cheshirefield.  
**LOUTH-BLACK**—On the 14th July, at St. Ann's Church, Tollymore-park, by the Rev. W. H. Chambers, M.A., Vicar, the Right Hon. Lord Louth to Lily Gibsons, eldest daughter of the late John Black, of Ceylon.  
**MITCHELL-HARPER**—On the 12th July, at St. Stephen's, Westbourne-park, by the Rev. T. J. Russell, M.A., Vicar and Chaplain in Ordinary to the Queen, Thomas Mitchell, H.M.S. *Asia*, late of the *Discovery*, and eldest son of Captain Mitchell, R.N., to Julia, third daughter of John S. Harper, Naval Storekeeper, Trincomalee, Ceylon.  
**TEMPLE-MOXON**—On the 18th July, at St. Peter's Episcopal Church, Edinburgh, by the Rev. J. A. Sellar, M.A., Francis Temple, late of the Oriental Bank Corporation, Foochow, to Anna, younger daughter of John Moxon, Kilgras-on-road, Grange.

### DEATHS.

**ARATHOON**—On the 18th June, in the Desert, near Cape Guardafui, from exhaustion caused by the march after the wreck of the M.M. steamer *Meikong*, Albert Arathoon, Esq., of Madras, aged 53. R.I.P.  
**DRING**—On the 17th July, at Newark-on-Trent, Nottinghamshire, Ann Dring, in her 90th year, beloved by all who knew her.

**JONES**—On the 6th July, at sea, on his way home from Ceylon, Lieut. col. Edward Kent Jones, H.M.'s 57th Regt.  
**PADDLE**—On the 14th July, at 107, Amhurst-road, Hackney, Alice Ann, second daughter of James and Emma Paddle, aged 15 years.

## Market Reports.

(For dates see first page.)  
EXPORTS.

### TEA.

**HANKOW.**—Messrs. Evans, Pugh and Co.'s Tea Report says:—In our last issue, dated 21st May, we reported opening of the market. During the week's interval which has since elapsed, a large business has been going on, amounting to 125,000 chests of Hankow district Teas, and 58,000 half-chests of Ningchows, making total settlements to date 167,000 chests of the former, and 78,000 half-chests of the latter, against 130,000 chests and 80,000 half-chests during corresponding number of days last season. Four steamers with cargoes amounting in all to 9,622,000 lbs. have been despatched to London. Prices have been steady, and we do not consider there has been any notable fluctuation during the week. Ly-ling Teas have been taken at from Tls. 16 to 17½, against Tls. 23½ to 24½ per picul, but quality of these Teas is unusually bad. It is now apparent how little really fine Tea the crop yields, all the choicest chops being deficient in fineness of quality, but we consider the medium to fine kinds are good strong useful Teas, superior as to strength compared with last year. Quotations are:—For Ningchows, Tls. 28 to 46.50 per picul, against Tls. 25 to 59.56 per picul, last season; finest Oopacks, 30 to 36 per picul, against Tls. 30 to 43; other Oopacks, 16.50 to 29 per picul, against Tls. 21 to 30; Oanfas, 20.50 to 37 per picul, against Tls. 28 to 39.75; Oonahms, 16 to 25.50 per picul, against Tls. 15.75 to 30. Settlements to date are—167,009 chests, against 229,797 chests in 1876. Stock is estimated at 33,348 chests, against 32,721 chests in 1876. Settlements of Ningchows not included in above figures amount to 78,293 half-chests, against 121,055 half-chests last year. The steamers Braemar Castle, Glenlyon, Radnorshire, Stad Amsterdam, and Hankow, are loading for London at £3 15s. to £4. Rate by P. and O. Company's is £4 15s. and by Holt's line £4 6s. The sailing vessels Cutty Sark and John R. Worcester are on the berth at £4 per ton.

**FOOCHOW.**—Messrs. Westall, Galton and Co.'s Weekly Letter says:—During the week under review steady settlements have taken place, both for England and the Colonies. Exchange and Tael prices have remained much as last quoted. Further arrivals from the country confirm in every respect the opinion expressed in the last issue of this report, namely, that the general quality of the Teas from most districts is superior to that of last season. Fook Oans, however, are an exception, they are not so good either in leaf or cup, and have consequently been neglected, inducing business, as the market closes at a considerable reduction on opening rates. The up-country Teas, which have been arriving freely during the past few days, have met with considerable attention, their quality being decidedly superior to that of last season. It is impossible to speak positively as to the total yield of Paklings, but it is becoming pretty clear that it will be considerably short of last year, some 40,000 boxes or 30 per cent. is the estimate. Congou: Settlements have shown much irregularity, but the only change worthy of notice is a drop in Fook Oan kinds of some Tls. 2 per picul. Souchongs: None have as yet arrived. Oolongs have been taken at high rates for such inferior description, being deficient in every quality calculated to attract London buyers. Flowery Pekoes: Only one chop has been shown. Scented Teas have been eagerly bought on arrival at extreme rates. The scenting is very deficient, and it is impossible to say what the quality of subsequent arrivals may be, but the leaf is superior to last season. The Export to Great Britain and the Continent amounts to 3,319,587 lbs., against nil at same period last season. To the United States 59,299 lbs., against nil. It must be borne in mind that excess in above figures is entirely owing to the early opening of the season. The export this season promises to go forward much slower than it did last. Freight: To London, £3 10s. to £4; to Australia, steamer, £4.

### SILK.

**SHANGHAI.**—New Silk had come down in bulk and about 300 bales of Tsatlees were offering, mostly from Ling-ho, Shon-ling and Hoochow districts. Musters of the Gold Lion, Clouded Dragon and Mountain Chops had been shown, and compared very favourably with last season's reeling, a considerable improvement in size, cleanliness and evenness being apparent, and the quality was also satisfactory. No transactions are reported; holders of new Silk were not inclined to face a loss of 10 to 15 per cent. on their first purchases, and Foreign buyers had not been encouraged by the tenor of late telegrams to open the market at 2s. 6d. to 3s. over London values. It is reported that a small parcel of new Silk was going forward on Chinese account. The estimate of the season's yield was very generally agreed at 60,000 bales. The second crop was going on favourably.

Settlements since 1st June ... 1877-78. 1876-77.  
Total Settlements to date ... nil against 250 bales.  
Stock, New Silk 300,—Old 7,500 ... 7,800 " 600 "

### COMPARATIVE EXPORTS FROM MANILA, CEBU, AND ILO ILO FROM JAN. 1 TO MAY 12, 1877.

Produce.	—	Great Britain.		Continent of Europe.		United States.		Australia.		San Francisco.	
		1877.	1876.	1877.	1876.	1877.	1876.	1877.	1876.	1877.	1876.
Sugar .....	Tons.	25315	17114	1558	617	22410	20324	—	698	3907	6768
Hemp .....	Bales.	49684	64043	319	2770	41031	42376	1067	2898	4500	13022
Coffee .....	Tons.	1326	161	511	912	—	—	—	119	230	230
Cigars .....	Nils.	6207	2900	1225	—	460	180	3500	947	150	233
Indigo .....	Qqls.	959	134	—	27	979	247	—	—	—	—



## EXPORTS FROM YOKOHAMA.

	From May 1, 1876-7. lbs.	From May 1, 1875-6. lbs.	From May 1, 1874-5. lbs.	From May 1, 1873-4. lbs.
To New York ..	10,670,287	13,127,857	10,952,774	8,409,838
„ San Francisco ..	3,092,709	3,154,806	4,461,329	3,459,132
„ Boston, Chi- cago, &c....	2,237,397	2,565,543	1,132,186	996,372
„ England ..	211,235	37,537	—	—
Total ..	16,211,628	18,885,743	16,546,289	12,865,342

## SILK.

	From July 1, 1875-6. Bales.	From July 1, 1874-5. Bales.	From July 1, 1873-4. Bales.	From July 1, 1872-3. Bales.
To England ..	4,878	5,214	7,015	7,365
„ France ..	8,362	6,246	6,254	5,516
„ America ..	108	115	162	172
„ Other countries	243	366	1,089	1,375
Total ..	13,591	11,941	14,520	14,428

## EXPORTS FROM SINGAPORE TO GREAT BRITAIN.

	Total to June 16, 1877. Piculs.	Total to June 16, 1876. Piculs.
Tin ..	11,494	13,138
Gambier ..	173,383	155,043
Cutch ..	818	1,185
Pearl Sago ..	31,613	30,702
Sago Flour ..	56,666	97,777
Tapioca ..	22,968	20,684
Black Pepper ..	47,938	68,803
White Pepper ..	18,894	17,832
Coffee ..	3,739	6,367
Gutta Percha ..	10,940	7,795
Gum Benjamin ..	1,488	1,149
Gum Copal ..	3,500	1,450
Gamboge ..	166	117
Rattans ..	23,790	31,390
Buffalo Hides ..	19,367	8,556
Buffalo Horns ..	3,174	2,338
Cow Hides ..	592	164

## EXPORTS FROM PENANG TO GREAT BRITAIN.

	Total to June 11, 1877. Piculs.	Total to June 11, 1876. Piculs.
Tin ..	15,571	44,106
Sugar ..	97,954	49,125
Black Pepper ..	27,999	18,068
White Pepper ..	2,024	1,104
Cloves ..	213	17
Tobacco ..	1,064	7,162
Tapioca ..	10,083	5,157
Hides ..	2,420	3,448
Horns ..	187	377
India-rubber ..	261	230
Mace ..	238	102
Nutmegs ..	326	646
Rattans ..	3,713	6,434
Coffee ..	145	1

## EXPORTS FROM BANGKOK TO EUROPE.

	Total to May 25, 1877. piculs.	Total to May 25, 1876. piculs.	Total to May 25, 1875. piculs.
Horns ..	193	372	92
Pepper ..	2,051	1,275	476
Rice ..	—	95,627	33,910
Sapanwood ..	346	1,383	1,267
Sticklac ..	525	229	—
Sugar ..	12,050	—	—

## Shipping Intelligence.

## ARRIVALS.

At YOKOHAMA.—From London, July 17, Caroline; from Aberdeen, 17, Samantha.  
At SHANGHAI.—From London, July 18, Mikado (str.), Glenfalloch (str.).  
At HONG KONG.—From Sydney, July 12, Jubilee; from Cardiff, 12, Sydenham; 18, Springfield; from Liverpool, 18, Patroclus (str.); from Swansea, 18, Victoria; from — 18, F. H. Drews.  
At SAIGON.—From Marseilles, May 31, Ville de Bruxelles, Notre Dame de la Garde.  
At BANGKOK.—From Hamburg, April 28, Mikado; from Leith, May 9, Dale (str.).  
At SINGAPORE.—From Newcastle, N.S.W., June 11, Miranda; 12, St. Ideuc; from Hamburg, 14, Bellona; from Cardiff, 11, Agnes; July 12, Amaranth.  
At PENANG.—From London, July 15, Athol (str.).

## DEPARTURES.

From YOKOHAMA.—None.  
From SHANGHAI.—For London, May 31, Glaucus (str.).  
From FOCHOW.—For London, July 15, Viking (str.).  
From HONG KONG.—For London, June 7, Glaucus (str.).  
From SAIGON.—For Falmouth, f.o. May 16, Pey Berland, for Rio de Janeiro, June 5, Centaur.  
From BANGKOK.—For London, May 11, Olivet; for Marseilles, 14, Marie Henriette.  
From SINGAPORE.—For London, June 13, Bertha (str.).

## EXCHANGES, &amp;c.

[For dates see first page.]  
ON LONDON.

At	Bank Bills.	Credits.	Documentary.
Yokohama, 6 m.s.....	4s. 1½d.	4s. 1½d.	4s. 1½d.
Shanghai ..	5s. 5d.	5s. 5½d.	5s. 6d.
Canton ..	—	—	—
Hong Kong ..	4s. 0½d.	4s. 1d.	4s. 1½d.
Macao ..	—	—	—
Singapore ..	4s. 1½d.	4s. 2d.	4s. 2d.
Penang ..	4s. 1½d.	4s. 1½d.	4s. 1½d. to 4s. 1½d.
Manila ..	4s. 5½d.	4s. 5½d.	4s. 5½d.

## MISCELLANEOUS.

	At Shanghai.	At Hong Kong.
Bills on India ..	Rs. 311 to 313	Rs. 233
„ Hong Kong ..	25½ to 26½ dis.	—
Bar silver ..	11s. 11½d.	9 prem. (nominal)
Mexican dollars ..	Tis. 76.0.0	2½ prem. (nominal)

## SHANGHAI SHARE QUOTATIONS.

Shanghai Dock Company, Tis. 210.  
Shanghai Gas Company, Tis. 112.  
Steam Tug and Boat Association, nominal.  
French Gas Company, Tis. 71.  
Hong Kong Fire Insurance Company, \$340.  
North China Insurance Company, Tis. 850.  
Yangtze Insurance Association, Tis. 700.  
Union Insurance Society, —.  
China Traders' Company (Limited), \$2,000.  
China Fire Insurance Company, Tis. 145.  
Shanghai and Hongkong Wharf Company, Tis. 92.  
Chinese Imperial Loan, £106.  
Footing Dock Company, Tis. 89.  
China Coast Steam Navigation Company, Tis. 67½.

## HONG KONG SHARE QUOTATIONS.

Hong Kong and Shanghai Bank 28 per cent. prem.  
Hong Kong Gas Company, \$75 per share.  
Hong Kong and Whampoa Dock, 30 per cent. discount.  
China Traders' Insurance Company, \$2,400 per share.  
Hotel Shares, \$6¼ per share.  
Hong Kong, Canton, and Macao Steamboat Company, 7 per cent. dis.  
Hong Kong Fire Insurance Company, \$15 per share.  
Luton Insurance Society of Canton, \$750 per share.  
China Fire Insurance Company, \$146 per share.  
Chinese Insurance Company, \$25 per share.  
Chinese Imperial Loan, £106 (exchange 1s. 1½d.).  
Shanghai Steam Navigation Company, Tis. 29 per share.

## SINGAPORE SHARE QUOTATIONS.

Tanjong Pagar Dock Shares (\$100 paid), \$13¼.  
New Harbour Dock Company (\$100 paid), par.  
Singapore Gas Company (£5 paid), par.  
Galena Mining Company (\$55 paid), \$25.  
Singapore Steamship Company (Limited), par.

\* The latest telegrams report the rate for six months' bank bills at Singapore 4s. 1½d., Hong Kong 4s. 0½d., at Shanghai 5s. 5½d.

## SHIPPING POSTSCRIPT.

ARRIVALS.—July 19, at London, Benarty (str.), Porter, from Foo-chow-foo; Atalanta, Gjesdahl, from Akyab; 18, at Deal, for London, Glenfinlas (str.), from Foo-chow-foo; 18, at St. Nazaire, Birdstone, Hunter, from Akyab; 17, at Bordeaux, Syren, Thomas, from Moulmain; July 20, at London, Glenfinlas (str.), Wilcox, from Foo-chow-foo.

DEPARTURES.—July 19, from Liverpool, Annie, Sosaht, for Batavia; 19, from Greenock, Cornelius Smit, for Java.

MISCELLANEOUS.—July 18, passed Malta, for London, Glaucus (str.), from China; July 20, off Dover, Gleneagles (str.), McBain, from London, for Singapore, &c.; 18th, off Dungunness, Kinderdyk, from Java for Rotterdam.

SPOKEN.—June 1, Claro Babuyan (barque), Sunderland to Batavia, 3 N., 19 W.; 8, Warra, Cardiff to Singapore, 7 N., 27 W.; 8, Woodville, of Liverpool, London to Hong Kong, 10 N., 24 W.

ENTERED OUTWARDS.—London for Singapore, Glenearn (str.); July 20, London for Penang, Benarty (str.), Porter.

## TELEGRAMS FROM THE FAR EAST.

## SHANGHAI MARKET REPORT.

(REUTER'S TELEGRAMS.)

SHANGHAI, JULY 14.—Manchester Goods quiet; 8½ lbs. Shirtings, Tis. 1.8.8. Silk; firm.

RAPID VOYAGE ROUND THE WORLD.—Dr. F. S. De Hass, American Consul at Jerusalem, has sent to the Omaha (Nebraska) Republican a letter showing what short work he has just made of a tour round the world. He says:—"Not counting the time I lay over at different points, as these breaks in the journey could all have been avoided, I made the entire circuit of the globe in exactly sixty-eight days, and but for heavy weather on the Pacific would have made it in sixty-two days. The journey from Alexandria, Egypt, via Brindisi and Paris to London, and thence to New York and San Francisco, was accomplished in twenty days, and we were just the same number of days going from San Francisco to Yokohama. Crossing over from here to Canton took six days. A sail of ten days over the China Sea and through the Straits of Malacca, touching at several points we have not time to notice, brought us to Ceylon. Thence we sailed directly to Suez, which took twelve days, and thence, in a few hours, by rail to Alexandria, our starting point, making the entire distance of 25,000 miles—16,000 by water and 9,000 on land—in sixty-eight days, without any accident or detention of any kind."

THE Envoy from Kashgar and suite, with Captain Molloy, the British Resident at Kashgar, left Charing-cross on their return by the Continental Mail train Thursday.

## THE LOSS OF THE STEAMER "MEIKONG."

## THE CAPTAIN'S REPORT.

Having left Point de Galle on June 10, nothing particular occurred until Sunday, the 17th. I had hoped to see Raz Afoun during the day with good observations. To be sure of seeing land I steered for that Cape, when, on taking observations at 3.30, I found that I was in 49 deg. 31 long. (Paris mer.) estimated, the observations giving 49.46. I supposed I was passing at 30 miles from the Cape. To see it before night I must have luffed 30 deg., and stood without sail, and broad-side S.S.W. to the strong breeze and heavy sea of the monsoon. There would be a moon until midnight, and by watching I was sure to see land. In reality, at about 11 o'clock, I believed that I saw Guardafui 15 deg. to starboard. I hauled to starboard so as to pass at about four or five miles' distance, and, believing I was sure of my position, reefed the foresail and foretopsail. Having the foreland in view ahead, I wore round to the north, and when it was again on the beam I ordered the officer of the watch to haul to port to 62 deg. W., making a full turn of the wheel to come round wide. It was then 11.45 or 11.50, and I had left the bridge to write out orders for the night, and was scarcely seated when I heard the engine-room bell. I thought it was a ship, and then I saw the sea breaking, and rushed to the bridge. The ship had grounded without any shock. The engines were reversed at full speed; but the wind from the south-west became violent; by the stranding alone the sea broke over the ship, which fell athwart. The shocks became of extreme violence, and the vessel was rent below the boilers. Shortly afterwards the chief engineer came to tell me that a boiler must have been rift, that the engine-room was full of steam, and that it was impossible to remain below. The ship was from that moment lost. I gave orders for the men to open the valves and come up. I then endeavoured to ascertain our position. I saw that the land line was covered with a thick white mist, that I was half a mile from Cape Guardafui, and that what I had supposed to be that Cape was the mountains in the interior. From the bridge the land appeared to be so near that the broad-side of the steamer, lying on the starboard beam, formed a breakwater, and I thought that, notwithstanding the bumping of the ship, it would be easy to land the passengers and crew. I gave orders to launch the larboard boats to take off the passengers, and told Lieut. Abbal to take the whaleboat and rig a traveller rope between the vessel and the shore, which was done. But the currents were so strong between the steamer and the land that two boats had disappeared, one had been overturned in the breakers, drowning two men, while the other, commanded by Lieutenant Bonis, had been carried round the stern of the vessel and been lost sight of. All night I believed it had foundered. Yet the whaleboat had reached land with the launch, carrying one load of passengers. The night had become very dark, and about half an hour later I saw the whaleboat return full of water. It turned keel upwards, and we had great difficulty in saving the crew of it. Next day, however, it was this boat that saved three-fourths of those on board. In fine, of four boats only one served for what was required, yet returned capsized. I was then informed that the ground swell was very violent on shore, and that a landing during the night was impossible. I listened to the advice, and made all the passengers go down to the saloon. I went to them myself to exhort them to courage, and gave orders to the brave but unfortunate steward, M. Henry, to collect as much provisions as possible, which was well done. The line of communication between the vessel and the land served me to send a hawser on shore, and I utilised the time which remained before daylight to launch the longboat and the youyou. Lieutenant Abbal, from land, then saw the lights of a steamer passing near, and I showed some Bengal lights. Was able to discharge some rockets, notwithstanding the sea, which broke over the vessel, and fired two guns. The steamer, which was the *Glenartney*, answered our signals. At last day broke, and I commenced the landing, with remarkable success. I may say that, with the exception of the whaleboat, which was able to make some consecutive trips without capsizing, not one of the boats arrived safe, and yet no serious accident occurred either to women, children, or the aged, who were rescued, wetted through, from the waterlogged or overturned boats without any lives being lost. At daylight I had seen the boat commanded by Lieutenant Bonis striving to reach us, without success. This was another hope of safety. I ordered him to go to the *Glenartney* to ask for assistance from Captain Gulland, and to request him to go and anchor to leeward of the Cape, we being to windward of it. That brave officer returned on board at about eleven A.M. quite exhausted, and informed me that he had communicated with the *Glenartney*, which was going to anchor, as I had requested. The landing continued, and between noon and one o'clock the steamer was evacuated. The courage displayed by twelve or fifteen men during that morning was unexampled. I was the last to leave the vessel; sure that no one remained on board. The storeroom was then filled with water, which reached to the lower deck. The mail-room was also full. By degrees, as the passengers were landed in good order and by classes, the number of Somanlis who had come on board had increased, and they were becoming bolder. It was the same on shore, where they were all armed. I had saved some rifles, but had no cartridges. I had also landed some provisions, which were wetted, but very little fresh water, as my intention on going on land was to establish a camp for the night, to save as much luggage as possible, and to go on board the *Glenartney* on the morrow at daylight, when the sun would be less fierce. On arriving I saw the lieutenant of the English steamer, who had been sent by Captain Gulland, and afterwards the captain himself. There was a journey of eight or nine miles to make through the sand to reach the shore on the other side of the Cape. We had to carry the women, children, and the disabled without chairs; also the little that had been saved. Captain Gulland consented to wait until eight o'clock the next morning. I could scarcely count for help on the blacks on board, who had rendered no assistance during the landing. The Chinese were demoralised, and were only an embarrassment. There remained the Europeans, the best of whom were exhausted. The Somanlis on shore not only refused to assist us, even

for money, or to lend us their little asses or camels, but their numbers increased at every moment. They were armed, and the least dispute might have led to a conflict, which would have been fatal to the passengers. We had but little water, and above us was a torrid sun, which had struck down my unfortunate steward, M. Henry, who without respite had lowered the passengers into the boats, and whom I had sent on shore to collect the provisions as they arrived. Having reflected what was to be done, I adopted what I believe was the best means of saving those under my charge, which was to start immediately, before the wounds had time to stiffen or the limbs to become paralysed. I gave the order to start. Not to enter into details of that fearful journey across the desert, we arrived at last on board the *Glenartney*, my steward, M. Henry, dying on the way. It was only when on board that I learned of the death of the passenger, M. Arathoon. Having called over my muster-roll and found that all were present, I told Captain Gulland that he might start when he pleased, and at 10.30 we were under way.

We have been requested to publish the following letter from one of the passengers:—

(To the Editor of the *London and China Telegraph*.)

SIR,—I notice that in your issue of the 16th inst. your Editorial remarks on the loss of the *Messageries Maritimes* s.s. *Meikong* conclude thus:—"Upon the whole, we understand, from competent authority, that everything that could be done was done, though to landsmen unacquainted with the real difficulties various plans which would have been in reality impracticable naturally suggested themselves."

As one of the passengers who hold that the captain, officers, and crew of the *Meikong* failed in their duty I trust, you will allow me to give an account of the loss of the vessel, and to state my reasons for the belief I, with full consciousness of its gravity, unhesitatingly express:—

We left Galle on Sunday, June 10, at about 4.30 P.M., and experienced for the first four days much calmer weather than we expected, in consequence of the captain taking a southerly course to escape the full force of the Monsoon. On Sunday, the 17th we had a stiff breeze all day, and were under full sail and steam expecting to make Cape Gardafui that evening. It was a fine moonlight night. Most of the passengers had turned in when we were awakened by three severe shocks, which brought all from their cabins eager to know what had happened. Two of the passengers were on deck, and at once knew the cause, having observed the close proximity of land fully eight minutes before the vessel struck. Immediately confusion and terror spread throughout the ship. The saloon was filled with ladies and children, whose shrieks and cries added to the general dismay. On reaching the deck we found that the steamer was heeling over towards the land which appeared to be not more than one hundred yards from the starboard side, and which the commander informed us was the mainland of Africa. Before us we could see a prominent headland, whilst on our starboard, we being now broadside on to the shore, we could discern a low-lying beach with the surf breaking angrily upon it.

All this while waves broke continuously over the ship, pouring over the awnings and down the hatchways and saloon skylights which were open when the accident happened. The first action of all on board seemed to be to secure life belts, some of which hung in each cabin. No orders having been heard, or instructions given, the passengers were left entirely to themselves to assist one another as best they could, and to support and encourage the ladies and children. After some delay three boats were consecutively lowered by which almost all the foreign male passengers got away. The ladies and children were not allowed to leave, in consequence of the high surf and the uncertain landing. By the second boat a rope was conveyed to shore and made fast. The third boat alone returned to the ship, full of water, the men being hauled on board by ropes, while of the second boat's crew two sailors unfortunately lost their lives in the surf which was dashing high on the rocky shore. It was at this time the captain decided to delay the disembarkation of the rest of the passengers and crew until daylight. The four hours and a-half that intervened before daylight was a terribly anxious time for all on board. There seemed to be no order of any kind maintained. No means by casting the lead or otherwise, were taken to discover the position of the vessel upon the rocks. No signals of distress were exhibited, nor did any of the officers either assure us of our safety, or organise plans of escape, whilst all parts of the vessel were filled with groups of Chinese servants, stokers and stewards, seemingly bent on taking care of themselves, and securing their own property, while even in some instances cabins were ransacked and the property of the passengers stolen. All that was done in the before-mentioned time was to bring one of the three boats remaining on board from the port to the starboard side. From time to time seas broke violently over the vessel, bumping her on the rocks, and exciting considerable doubts among the passengers as to whether she would remain till morning.

At about 4 A.M. we were made aware by shouts from the party on shore of the lights of a steamer approaching on our port quarter, and the captain then for the first time sent up rockets and himself held blue lights over the side. Three guns were also fired, and we had the satisfaction of seeing our signals replied to. At dawn disembarkation commenced with one small boat, which by means of the rope fixed on shore was



hauled backwards and forwards through the surf, and thus all were eventually landed in safety. The captain had, meanwhile, sent a boat with an officer and crew to communicate with the steamer lying in the offing, and making signals, which the *Meikong* did not reply to. On account of the wind and high sea running at the time this boat could not reach the steamer, the *Glenartney*, and would have been unable to communicate with her had not Captain Gulland lowered a boat and so reached the French crew when they were almost exhausted. This boat was unable to return to the *Meikong*, and was ultimately abandoned on the shore, the officer and crew finding their way back to the main body on foot.

The passengers on leaving the *Meikong* were prevented by the officers from taking with them the very smallest packages, such as hand-bags, shawls, clothes, &c., being repeatedly assured that the baggage would eventually be brought on shore; so that in many instances passengers went to their cabins before leaving, and safely packed everything, taking absolutely nothing with them. On reaching the shore we found ourselves intermingled with numbers of the natives (Somalis), armed with swords and spears, and in some few instances with match-locks, but to all appearance they were not disposed to be hostile. The English passengers were fully occupied as they landed in making the ladies and children as comfortable as possible under these trying circumstances—drying clothes, collecting chairs washed on shore, and rigging up sails as a protection from the burning sun, also in keeping at a distance the inquisitive natives.

There being no officer on shore to take direction of affairs until the Commissaire arrived (bringing with him a few bags of biscuits drenched with sea water, and also a few bottles of wine) nothing was known as to what was to be done. At length an officer and a sailor, in a very exhausted state appeared in our midst, bringing the welcome news that their ship, the *Glenartney*, was lying in a small bay about ten miles off on the other side of Cape Gardafui, waiting to take us on board, and they urgently requested that a first detachment of passengers should start, and make their way to the steamer in order to inform the captain that the remainder would shortly follow. This was done, about a dozen leaving together for the *Glenartney*. By 2.15 p.m. the crew were all landed—no one being left on board; but the commander, first officer, and a few others who on leaving brought with them all that was saved, viz., the diplomatic despatches, one bag of registered letters, ship's papers, instruments, arms, &c. Up to this moment the captain had not decided on the entire abandonment of the vessel, but he and the Commissaire assured several passengers that their baggage would be saved.

The captain of the *Glenartney*, who had in the meantime walked over from his ship, stated that he was ready to wait till the afternoon of the following day, and that he would lend a portion of his crew to assist in saving anything possible, which, however, at the last moment the captain of the *Meikong* declined. To prove the practicability of saving the valuable portion of the cabin luggage, it may be here observed that one gentleman, on the promise of reward to one of the crew, obtained his tin despatch boxes from his cabin, this being just previous to the captain's decision to abandon the steamer. Some time before the commander had left the vessel numbers of natives had swum to the ship, and were allowed on board. They were observed collecting and throwing into the sea the lighter luggage left in the cabins, without the slightest attempt being made to prevent their depredations. There is good reason for believing that a little firmness would have been sufficient to deter them.

Leaving this magnificent vessel, containing a very valuable cargo, with mails and passengers' baggage all abandoned, lying on a fairly even keel within one-hundred yards from the shore, and in a comparatively smooth sea to the crowds of Somalis who were now swarming over it, the remainder of the passengers, the officers and crew commenced their march across the burning desert which separated them from the bay in which the *Glenartney* was lying. Owing to the forethought and activity of some of the English passengers, a few of the ladies and children were carried by the chairs saved from the wreck lashed upon oars, which by bribes and promises of money they induced some of the black stokers to carry, without which aid some of the ladies must inevitably have perished. Along these ten miles of soft burning sand, under a scorching sun, with no water, food, or means of sustenance, was to be seen a long, straggling train of people, in many cases shoeless, hatless, and half-clothed, some in their night dresses, while the crew, who ought to have assisted the weak and failing, passed along carrying with them their bundles and packages, and even such trumpery as monkeys, parrots, &c. It was a most heart-rending sight to see delicate ladies, some walking in slippers, half dead with thirst and exhaustion, struggling for their very lives to attain the end of the journey; and too much praise cannot be given to those of the passengers who, forgetful of themselves, did all in their power to render assistance on this dreadful occasion. On our arrival at the bay we found the boats of the *Glenartney* ready to receive and convey us as fast as possible, and thoughtfully supplied with fresh water, which was eagerly swallowed by one and all. There we heard also the sad news of the death of one of our fellow passengers in the first detachment, of exhaustion, and also of that of the *Commissaire*, who was bring-

ing up the rear, from sunstroke. At length, all having arrived safely on board we left the bay at about midnight for Aden, which we reached at 10 a.m. on the 20th, having in the meantime experienced unexampled kindness and generosity from Captain Gulland, his officers and crew, who not only supplied us with food but gave clothes to those who were most in need of them; and but for their gallant and willing help the loss of life among the passengers would undoubtedly have been very great. The passengers were requested to meet at the Messageries Maritimes office, Aden, on the 22nd, to hear the report of the captain of the *Meikong* read in reference to the loss of his ship and abandonment of the baggage. It contained so many statements which were not considered in accordance with facts that it was not signed by any of the English passengers, who before leaving Aden, handed in to the Political Resident a protest, which contains the foregoing particulars. There are to be added the few following facts:—H.M. troopship *Timar* passed the Cape at 5.30 p.m. on the afternoon of the 18th, and seeing the French colours and the Company's flag flying half-mast (having been so left by the Commandant of the *Meikong*, she stood in and signalled for some time, but receiving no reply, and being short of coal, proceeded at length on her way. On the 20th June, in the afternoon, the French troopship *Finisterre* also passed the same place, but remained for some time, and sent a party of men on board the wreck, with strict orders to touch nothing, as it was said to do so would be an insult to the captain of the *Meikong*, who had abandoned his ship. They found the deck in possession of Somalis, who had taken up their quarters there, and were feeding on the sheep and other live stock of the *Meikong*. The party of sailors easily drove them off and examined the ship, one man bringing with him a photograph album out of the saloon belonging to one of the first-class passengers; it is now in the owner's possession, and is quite dry and uninjured. From the foregoing, I wish to draw attention to the several points of complaint which we make. By whose mistake or negligence this ship was on a moonlight night run on shore at full speed, between Cape Gardafui, rising 900 feet from the sea, or a headland about four miles south of it, fully 300 feet high, it is for the French authorities to discover. As I have said above, the proximity of the shore was noticed some minutes before the vessel struck by passengers on board. Why were no signals of distress exhibited until the *Glenartney* was sighted by the party on shore? Why was no lead thrown to discover our position on the rocks? Had there been deep water either at stem or stern we might have slid from where we struck and been engulfed at any moment. How was it no attempt was made to prepare to save anything during the hours we awaited daylight, with twelve officers, including engineers, and a crew of over 150 men, with nearly five hours at their disposal, and already possessing a rope communication with shore? It is almost incredible to believe that nothing was done and nothing whatever saved. But on the other hand, passengers were prevented taking with them trifling packages, being assured that their cabin luggage would follow them. There is little more to add concerning this miserable calamity. That the officers were content to see ladies, the young and feeble, toiling over the burning desert, sinking for want of what a little forethought and care would so easily have supplied, is perfectly astounding. So satisfied were the English passengers of the possibility of saving the greater part of the baggage and valuables that they prevailed on the Political Resident at Aden to offer H.M.S. *Vestal*, then lying at anchor for the protection of the wreck. This was declined by the agent of the Messageries Maritimes as unnecessary, whereas before we left Aden Europeans and Arabs had already left to buy up what fell into the hands of the Somalis.

I also distinctly state that Captain Gulland himself told me that he asked the captain of the *Meikong* if he did not intend to make an effort to save the baggage, as, if necessary, he was ready to wait until the following afternoon to assist in getting it off. To this the French captain replied that the passengers' baggage was of little value, and he did not consider it of sufficient importance to repay any efforts that might be made.

I may mention that Mr. Arrathoon, the passenger who died crossing the desert, stated that he had left £6,000 worth of pearls in his cabin. "If I had known that valuable property was in the passengers' cabins," said Captain Gulland to me, "I should myself, if necessary, have gone on board the '*Meikong*,' and saved it."

I allow these facts, to which I and others can testify, to speak for themselves, and I may say that the substance of the foregoing statement was subscribed to, as to the best of their belief strictly true, by almost all the English passengers on board. I am, yours faithfully,

G. W. THOMSON.

Newstead, Forest Hill, S.E., July 20, 1877.

MR. RATHBONE has given notice to ask the Postmaster-General whether, as in the case of other subsidised lines, notice will be given to the Peninsular and Oriental and the Royal Mail Steamship companies to terminate the present contracts as soon as they legally can be terminated; and whether assurance can be given that ample notice and opportunity will be given to enable all in a position to tender for the services now performed by those companies to do so.

## THE DEATH OF THE EMIR OF KASHGAR.

(THE TIMES.)

If we may trust the report that Yakoob Khan is dead, a striking figure has disappeared from Asiatic strife. To say that he was the greatest man in Central Asia would be to say little, for the rulers and leaders who fitfully appear on that troubled scene have to Western eyes almost as little individuality as so many kites and crows. But the Emir of Kashgar stood out from that throng of mediocrities. He had printed a distinct idea of his individuality even in Europe. He would infallibly have left a great name if he had lived somewhat earlier. His force of will, his unscrupulous ambition, and his powers as a soldier might have made him a Timur if Tartary had still been able to send forth conquering hordes. Nay, if the Russian conquests had been delayed for a single generation, he might have changed the face of Central Asia as the founder of one great Mohammedan State embracing the whole of Turkestan. But his energy was kept within the bounds of Kashgar by the pressure of a European State. The true greatness of the man was seen in the fact that, while working on so remote a field, he made his power felt at Calcutta and St. Petersburg.

Yakoob Khan owed nothing to birth. He was one of those soldiers of fortune who nowhere so frequently reach supreme power as in the troubled societies of the East. A native of Khokand, he first distinguished himself during the resistance of that Khanate to the advancing Russians. So long ago as 1853 he had been intrusted with the defence of the Fort Ak-Masjid, on the Syr Daria, and his foes admit that he fought heroically. He was unsuccessful, and for a time little was heard of him. But in 1863 he seized a chance of distinction offered by the troubled state of Kashgar. That Khanate, which lies nearest to China, had been conquered by the Chinese. Their rule had been disturbed by a mutiny of the Tungan soldiers in their service, and the country was thrown into a state of anarchy by the savagery of the struggle. The confusion was rendered worse by marauding bands of Kirghiz, who took the town of Kashgar after a long siege, and instantly made it the scene of pillage and frightful massacre. At that stage of anarchy another invader appeared in the person of Khoja Buzurg Khan, who belonged to the family which had formerly ruled Kashgar, and which the Chinese had exiled. Buzurg Khan naturally thought that the general disorder gave him a good opportunity of regaining his rights, and he took with him Yakoob Beg as his chief fighting man. Although the two adventurers brought a very small force, they were soon joined by a crowd of people, and the military talents of Yakoob gradually bore down all opposition. How desperate was the fighting may be seen from a well-known story of what happened at the siege of the fortress of Kashgar. For more than a year it was obstinately defended by the Chinese; but at last most of the chief officers found that they must come to terms with Yakoob. The Governor was of so different a mind as to be determined that he, and they, and his own family should all perish on the moment of surrender. But, instead of making his purpose known, he summoned his officers to his Council Chamber, and with them his sons and daughters. Underneath the floor he had meanwhile placed a barrel of gunpowder. As the assembly was discussing what should be done next, he sat coolly smoking until he heard the war cry of the Mohammedan besiegers as they scaled the walls, and then, dropping the ashes of his pipe on to a train of gunpowder, he blew himself and everybody else into the air. Such warfare, if barbarous, enabled the conqueror to be thorough, and Yakoob brought the whole country under the nominal rule of Buzurg Khan. But then followed an event which has become a commonplace in Oriental warfare. Buzurg was as indolent as Yakoob was energetic, and the lieutenant set aside the master. It is almost surprising that the chapter of deposition was bloodless, for the successful aspirant was never troubled by scruples. But Buzurg was allowed to go into exile, and he may still be alive. Yakoob Khan, as he now called himself, then showed that he had at least the right to rule which comes from force of character and grasp of intellect. He made his country the most peaceful part of Central Asia. If he ruled it with a rod of iron, he at least kept it free from such revolutions as disturbed the neighbouring Khanates. All the old factions felt the grasp of a master, and they did not dare to intrigue. His fame soon spread far beyond the confines of Kashgar; and seeing what he had done for the waning fortunes of Mohammedanism, the Emir of Bokhara gave him the title of the Attalik Ghazi, or leader of the champions of the faith. The Turks seem to have hoped that he might become a great Mussulman power, and thus check the advance of Russia. Abdul Aziz allowed him to take the peculiarly honoured title of Amir-el-Mumenein, or Commander of the Faithful, and Yakoob agreed to recognise the spiritual sovereignty of Constantinople by putting the superscription of the Sultan on his coins. He was alive to the interests of trade as well as of religion, and he entered into a treaty of commerce with the Viceroy of India.

But most of his energy was spent in the drilling and the equipping of his army. It is stated that he manufactured rifles after Russian models, and, at all events, he made his troops the most formidable body of native soldiers in Central Asia. He had good need to make ceaseless efforts to strengthen his defences, for he was hemmed on all sides save the south by enemies of overwhelming power. He saw Russia advancing year by year as if at the impulse of fatalism. He saw one native State after another falling to pieces before her armies. He lived in constant fear that his turn would come next, and the Russians took little trouble to make his mind easy. They blamed him for stirring up mischief in the neighbouring Khanates. They knew that if their sovereignty in Turkestan should be assailed by a religious war, he would be at the head of it; and there can be little doubt that, sooner or later, they would have crossed his frontiers. Anticipating invasion, he had built a fort in a mountain pass leading from his country to Russian territory, and he was eager to obtain assurance of support from this country. Some champions of "British interests" were ready to give it, but the Indian Government wisely believed that the best defence of British interests was to be found in the greatest chain of mountains in the world. As the passes from Kashgar to India are nearly 20,000 feet

high, they will not be available for the purposes of invasion until artillery can be transported by balloons. Yakoob Khan found a still more dangerous enemy than Russia, and that was China. Some years ago the Chinese began to make preparations for reconquering Kashgar. Little interest, however, was excited by their military movements, as it seemed highly improbable that, after marching hundreds of miles, they could defeat the trained troops of Yakoob Khan. Yet they have been successful so far as the war has gone. A few months ago they seem to have defeated the Emir himself, and forced him to retreat towards some fortified positions which he had laboriously prepared. He is said to have died in the midst of the campaign. Had he lived, he might ultimately have made a successful defence, but the prospects of Kashgar are not bright now that it has lost the guidance of his intellect and will. The old elements of disunion will inevitably appear. He himself must have seen the danger to be very great before he would have nominated as his successor one of his lieutenants, Hakim Khan Tura, instead of any of his own sons. Another evidence of peril may probably be found in the fact that Hakim has declined the dangerous gift, and that it has thus fallen to the Attalik Ghazi's eldest son. Should the Chinese conquer Kashgar the event would be welcome to the Anglo-Indians, as they believe that a great and comparatively stable State like China would be a better barrier against the wave of Russian invasion than an isolated Native Government like that of Kashgar. For a time such may be the result; but, in any case a commanding political figure has disappeared from Central Asia in Yakoob Khan.

## A CHURCH OF SCOTLAND MISSION TO CHINA.

Our readers will remember that some months back a proposal was set on foot to establish a Church of Scotland Mission to China. It originated with a member of the Scottish Church, who, impressed by the thought that the recent opening of the new Treaty Ports would be a most favourable opportunity for the spread of the Gospel in that great empire, offered to give £1,000, could his idea be carried out. The only step which the Foreign Mission Committee felt justified in taking was to ascertain how the Church was disposed, and whether such a Mission would secure general sympathy and hearty support. A paper was accordingly prepared, and sent to many of the leading ministers, office-bearers, and members of the Church, besides being printed in the *Missionary Record*. The reception which the proposal met has been a mixed one. Without any personal call or solicitation, about sixty subscriptions have been offered, amounting to about £750 (besides the donation which accompanied the original proposal). Some of these were of large amount, and others from persons in humble rank, including one, at least, from "A Servant." Many of the letters expressed warm sympathy with the object, one or two declaring that the proposers of the Mission had conferred a positive boon on the Church by opening up a new path of usefulness. Such things were encouraging, although the amount subscribed and the number of those contributing did not seem to show that anything like a general or cordial support had been given by the Church at large. In the circumstances, the Committee reported the whole matter to the late General Assembly, and requested instructions for their future guidance. The subject has been further considered, and it has been proposed to establish the Mission at one of the new ports on the Yangtze, but the particular port which will be chosen has not yet been decided upon. It is expected that a Mission so situated will have the means of communication with the interior in all directions. The idea at present is to send out an ordained Minister and a Medical Missionary, while arrangements will also be made for the distribution of the Scriptures and of religious publications.

## HONG KONG AND LABUAN.

The subjoined extracts, which are taken from a work published by Earl Grey in 1860, will be perused with interest by our readers in China, as showing the views which were taken in the early times with respect to the above colonies. It will be seen that the question of expenditure was from the earliest times one which engaged the attention of Government in reference to Hong Kong; and it is satisfactory that the finances of the Colony are now upon such a footing that there need be no apprehension on this score:—

The chief subject we had to consider with respect to this Island was that of the very heavy expense which it occasioned to the country. If the exceedingly large amount of that expense, and the limited use of which the trade has proved to our commerce, could have been foreseen, it may well be doubted whether it would have been thought worth while that it should be taken possession of. This had, however, been done long prior to the formation of your administration; and it only remained for us to endeavour to reduce the expense of the establishment, which had been formed on a scale suited to the supposed importance of Hong Kong, at a time when it was confidently anticipated that it would become the great emporium of the Chinese trade. In 1846 it was already obvious that this would not be the case, and that the greater part of the Commerce with China would be carried on in the ports of that country to which our merchants are admitted. The reduction of the establishment of a Colony, which has originally been formed on too large and costly a scale, must always, for obvious reasons, be a work of much difficulty; but I trust that, without the slightest injustice, or even harshness to any individual, and with no sacrifice except that of our own patronage, we succeeded in effecting a satisfactory reduction of the large expenditure of the country



at Hong Kong. By a despatch from the Governor, Sir Samuel Bonham, which was printed with the Miscellaneous Estimates laid before Parliament in the year 1851, it is shown that the vote required for the service of this Colony, which had been £49,000 in 1845 and £36,900 in 1846, has since been progressively reduced to £15,560 in 1851. A considerable part of this reduction is due to the diminished expenditure on public works; but the Governor shows, in the despatch to which I refer, that, excluding the charge for public works in both years, the estimated expenditure of the Colony for 1851 was £5,068 less than that of 1845, when he assumed the government of the Colony, and his predecessor, Sir John Davies, reported in 1847 that he had previously effected permanent retrenchments, in salaries alone, to the extent of £2,800 a year. There was a further reduction in the estimate voted in the last Session, but this consists principally in a transfer of half the Governor's salary to the estimate for consular services. The military expenditure of Hong Kong has also been largely reduced; in 1847 it amounted to £115,149, in 1851 it was only £51,895. This reduction is owing partly to the completion of military works and buildings, and to the determination not to undertake others that had been projected, partly to a considerable diminution of the garrison. I have only to add, with regard to Hong Kong, that its trade and importance appear to be increasing, and that it is generally in a satisfactory condition.

#### LABUAN.

Another trading port which we possess in the Eastern Seas is that of Labuan. On our accession to office we found that memorials, earnestly praying that it might be occupied with a view to opening a commercial intercourse with the large and imperfectly known Island of Borneo, had been addressed to the Government from more than one quarter, and especially by the Chamber of Commerce of Manchester, and by the merchants of both London and Glasgow. We were of opinion that the reasons urged for this step were sufficient to make it proper to adopt it, and accordingly arrangements were made for taking possession of Labuan (which had been previously ceded to the country) as a British Colony. Sir James Brooke, so well known for his philanthropic and enterprising attempts to introduce civilisation into Borneo, was appointed Governor of Labuan, and at the same time Consul in Borneo.

Hitherto the advantage derived from the formation of this settlement has not been so great as was anticipated; partly, as it appears, because piracy still prevails on the coast of Borneo, enough to check the native trade, partly because the coal which exists in the Island, and which afforded one of the principal reasons for taking possession of it, has not yet been worked to the extent which was expected; the company, to which a portion of the coal-field was let, not having hitherto carried on its operations with sufficient energy to supply even the present demand. This last obstacle to the progress of the Colony will probably be removed, either by the transfer of the business of the Company into different hands, or by other persons obtaining a lease of another portion of the coal-field. From the rapidly increasing demand for coals for steam-navigation in the Eastern seas I had hoped that before we left office an application for another part of the coal-field, which is still in the hands of the Crown, might have been made; but none had then been received; it is not, however, probable that so favourable an opening for enterprise will long be neglected. There appears to be some reason to believe that a commercial intercourse between Labuan and Borneo is at length beginning, which may by degrees be extended.

## Naval and Military.

The *Topaze*, 28, screw frigate, has been commissioned by Captain C. J. Rowley to replace the *Iron Duke* as coastguard ship at Kingstown, the officers and crew being transferred to that ship. The *Iron Duke* will proceed to Birkenhead to be fitted with new boilers by Messrs. Laird, and will be refitted for service as flag-ship in China, replacing the *Audacious*.

The *Condor*, 3, composite gun vessel, has been commissioned by Commander E. F. Day for the Mediterranean. The *Condor* is to be fitted with torpedo gear, and to proceed, as soon as practicable, with her sister ship the *Flamingo*, to the Danube, there to be under the orders of the British Ambassadors at the Courts of Austria and the Porte for the purpose of protecting English interests in that river and the numerous ports thereon.

Rear-Admiral Sir Edmund J. Commerell, V.C., K.C.B., has been nominated as junior flag-officer of the Mediterranean fleet. Admiral Commerell will hoist his flag in the *Agincourt*, commissioned at Devonport by Captain Richard Wells. Mr. Henry C. W. Gibson, paymaster, R.N., will accompany the Admiral as secretary, and Lieutenant A. F. Gresley as flag-lieutenant.

Captain B. D'U. Musgrave, 13th Light Infantry, has been appointed Aide-de-Camp to Sir A. Musgrave, K.C.M.G., Governor of Jamaica. He was appointed Ensign in 1856, became Captain 1870, and served with the 87th Fusiliers throughout the Indian mutiny campaign of 1857-58.

Sir W. C. F. Robinson, K.C.M.G., has nominated Lieutenant St. J. St. G. Ord, Royal Artillery, to proceed with him to the Straits Settlements as Aide-de-camp.

The Committee to which the stability of the *Inflexible* has been referred by order of Parliament consists of Admiral Sir J. Hope, Mr. G. Randall, Mr. Froude, and Dr. Woolley.

The command of the 1st Life Guards is falling vacant, and is to be given to Major and Brevet Colonel J. Keith Fraser.

Intelligence has been received at the Admiralty, that Mr. Ward Hunt is very much better.

The preliminary experiments on the wreck of the *Vanguard* have resulted very satisfactorily. A diver, after one or two attempts, has reached the deck of the vessel, and remained a considerable time below. His report was that the vessel lay almost upright, very little canted to

one side, and not at all sanded. She is what is technically called "pooled," or, in other words, whilst she has made a dock, as it were, for herself in the sand, the bank is some distance from her, and she lies on hard ground, divided from the bank outside by water. The diver also followed a rope, which had been previously caught, and found it had passed right under the vessel as far from the stern as the foremast. It would seem, therefore, that the position of the ship is most favourable for lifting by the means prepared by Captain Coppin, viz., huge steel wire ropes passed under her, and made fast to immense pontoons. Captain Coppin, finding the vessel so favourably placed, intends to begin at once to get the lifting ropes placed under her, so as to be ready for making the lift as soon as the pontoons are completed. These will be constructed on the Clyde, and each will have a lifting power of over 3,000 tons.

Her Majesty's ship *Aboukir* was recently, during a severe thunder-storm, struck by a tremendous flash of lightning, which first fell on the mizengaff, and sent it flying in all directions. It then passed by the peak chain into the copper conductor, and thence to the sea. Where there was a joint in the conductor it slightly blew out the ends, started the copper nails, and blackened the wood. In many parts of the topside strips of copper had at various times been nailed over holes and leaks in the decayed wood, and those on the poop formed almost a network. Several of these pieces of copper were started, and the wood scorched by the lightning which was flying about on all sides. From the shore the vessel looked as if she had caught fire, and a cloud of smoke was seen to hang about the after part of the ship for some seconds after the flash.

The Prince of Wales has presented his portrait, with autograph, to Captain Wilson and Commander Lord Charles Beresford, of the *Thunderer*, and to the Ward-room, Engineers' mess, and Warrant Officers' mess, of the same ship, as a memorial of the visit which his Royal Highness paid to the ship at Portsmouth previous to its joining the cruise of the Channel Squadron.

The Artillery Distinguished Service Reward, vacant by the appointment of Lieutenant-General W. H. Askwith to Colonel-Commandant, has been given to Major-General F. A. Campbell, Director-General of Artillery and Stores. General Campbell, joined the Army in 1836, and became Major-General 1876.

After long delays and much consultation by the Heavy Gun Committee, the Spithead forts are now in course of receiving their armaments. The employment of hydraulic gear has rendered it possible to mount the forts with 38-ton 12½-inch muzzle-loader guns.

With the view of adding to the efficiency of the mercantile training ships as recruiting centres for the navy and naval reserves, the Government has decided to supply all training ships for boys with guns, rifles, and single sticks, free of charge.

Detachments of time-expired non-commissioned officers and men, and invalid troops belonging to the Royal Artillery and the 28th Regiment, have arrived in the Thames, from Hong Kong, on board Holt's steamer *Deucalion*.

The troop-ship *Tamar* arrived at Malta on the 9th inst., from Hong Kong, having on board Captain T. E. Smith, four other officers, and 659 soldiers. She proceeded for England on the 13th inst.

#### H.M. SHIPS ON THE CHINA STATION.

The following is a list of Her Majesty's ships serving on the China Station, corrected up to the present time:—

Ship.	Guns.	H.-power.	Captain.
<i>Audacious</i> ...	14	800	Capt. P. H. Colomb (bearing the flag of Vice-Admrl. A. P. Ryder).
<i>Charybdis</i> ...	17	400	Capt. T. E. Smith.
<i>Curlew</i> ...	3	160	Com. E. J. Church.
<i>Egeria</i> ...	4	120	Com. A. L. Douglas.
<i>Fly</i> ...	4	120	Com. J. Bruce.
<i>Frolic</i> ...	4	100	Com. A. E. Dupuis.
<i>Growler</i> ...	4	120	Com. C. E. D. Wilcox.
<i>Hart</i> ...	4	120	Com. R. Evans.
<i>Hornet</i> ...	4	120	Com. H. N. Hippisley.
<i>Juno</i> ...	8	400	Capt. J. A. Poland.
<i>Kestrel</i> ...	4	100	Com. C. B. Theobald.
<i>Lapwing</i> ...	3	160	Com. Sir W. Wiseman.
<i>Lily</i> ...	3	95	Com. B. E. Cochrane.
<i>Magpie</i> ...	3	160	Com. W. M. Lang.
<i>Midge</i> ...	4	120	Com. H. Silmond.
<i>Modeste</i> ...	14	350	Capt. A. Buller, C.B.
<i>Moorhen</i> ...	4	—	Lieut. J. Hope.
<i>Mosquito</i> ...	4	60	Lieut. R. H. Paul.
<i>Nassau</i> ...	4	150	Com. R. H. Napier.
<i>Sheldrake</i> ...	4	—	Lieut. J. B. Haye.
<i>Swinger</i> ...	4	60	Lieut. O. P. Tudor.
<i>Sylvia</i> ...	3	150	Capt. B. W. Bux.
<i>Thistle</i> ...	4	120	Com. E. B. Pusey.
<i>Victor Emmanuel</i> ...	2	—	Commodore G. W. Watson.
<i>Vigilant</i> ...	2	250	Lieut. H. C. D. Ryder.

DEATH OF THE EMIR OF KASHGAR.—The Berlin correspondent of *The Times* reports that Yakoub Beg of Kashgar is dead. Before his death, which occurred at Kurla, after a short illness, he appointed Hakim Khan Tura his successor, expressly disinheriting his sons. Hakim Khan declining to accept the gift, Kuli Beg, the eldest son of the deceased, ascended the throne. Chinese troops are reported to be slowly advancing into Kashgar.

OFFICIAL APPOINTMENTS.—The appointments have been gazetted of Cornelius Hendericksen Kortright, Esq., C.M.G., late Governor of the West Africa Settlements, to be Governor and Commander-in-Chief of the Colony of British Guiana, of Mr. Lewis Joel, now British Consul at Rosario, to be Consul at Brindisi, and of Mr. Luis Quintas y Seoane as Consul-General in London for the Republic of Bolivia.

## THIS MAIL'S NEWS.

CHINA is going through another severe trial. In addition to the recent famine in the north, and the floods in the south, the crops in the Chinkiang Province are now threatened with being destroyed by locusts. A correspondent at Chinkiang writes that the surrounding country is literally black in places with young locusts, which have already done considerable damage to the spring crops, although they are so nearly ripe; and unless these pests migrate when they attain their full growth, it seems probable that there will be a total failure of the autumn crops in this district. From Canton there is little news concerning the floods in addition to what was brought by the last mail; but the disaster—as detailed by our correspondent—has evidently been of the most distressing character. Altogether, it is clear that China is at the present time going through an unprecedented ordeal, which will undoubtedly be a severe strain both to the people at large and to the Government. It is now reported that Ting Footai will not, as was before stated, be appointed to the northern Provinces, but will return to Formosa to carry out the schemes of improvement which he has inaugurated in that island. His departure thence was much regretted, as it was said that he was so much feared as to be able to put an almost entire end to squeezing and other irregularities. Much fighting is reported to be going on against the Aborigines in the South of Formosa, the Chinese still having great difficulty in holding their own against them. The Namoi authorities have obtained a powerful steam dredging-machine from France. It is said to be doing effective service in deepening the water in the vicinity of the Arsenal. It may be hoped this good precedent will be followed at Shanghai, and an end be put to the question which has so long occupied the thought of the Municipal Council with respect to the devotion of a portion of the tonnage dues to preserving the river Wongpoo. Complaints are made of steamers from Hankow having to stop needlessly at Wuhu for Customs purposes. The Hankow correspondents, as usual, wax facetious on the doings of the little army of Chaaszes who invaded them at the opening of the tea season. Very deep regret is expressed at Chefoo at the death of Dr. Carmichael.

H.E. Mr. Pope Hennessy has been sworn in as Governor of Hong Kong. Some apprehensions are expressed as to the policy he may adopt in regard to local matters. The system of competitive examination for Government appointments has been introduced, and seems to be hailed with much delight as a means of giving employment to deserving young men, and of obtaining the best talent available for the benefit of the Government. The Hong Kong Christian Association have held their annual meeting. On a motion in the Admiralty Court, the sale of the ship *Rosina* has been ordered.

The news from Japan brought by the present mail steamer has been anticipated *via* America.

WE publish in our to-day's issue the report of the captain of the *Meikong*, and also a letter from one of the passengers on board. While in fairness inserting the latter, we cannot but consider that the captain's statement is a straightforward and explicit statement; and explains many of the difficulties in the situation which were evidently not apparent to the passengers, the most important being the danger to the boats from the currents, and the amount of courage and care which were consequently necessary in order to effect a landing. We learn that the loss of the steamer was at once accepted by the insurance offices, and that at the request of some of the underwriters here the Indian Government despatched a gunboat from Aden to the scene, with a view to ascertaining the chances of salvage.

MR. LOWTHER, the Under-Secretary for the Colonies, has stated, in reply to Sir CHARLES DILKE, that the apportionment of the expense of the Perak Campaign has not yet been adjusted, and he was unable to state what amount would fall on the Home Government.

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## The London &amp; China Telegraph.

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## SILK SPECULATION.

THE unfortunate results of the Silk speculations of last August, which have had the effect of almost for a time paralysing the silk market, and have taken all buoyancy and spirit out of the trade for months past, have drawn attention to the system upon which purchases and sales are conducted, and the extraordinary facilities which are offered to irresponsible persons to enter upon venturesome transactions. The matter has been the subject of some comment among the trade themselves; and it may be hoped that a reform in the present system will be induced. Should this end be attained, the untoward times through which we are at present passing will prove not to have been an evil without at least some mitigating good. In most branches of trade it is naturally assumed, when a man purchases goods to be paid for and taken delivery of at a certain date, that he intends, when the "prompt" thus falls due, to pay for them, and to take possession of the warrants representing them. People outside the silk trade—indeed, perhaps, some who are in it, but are not acquainted with the exact nature of the transactions between the brokers and the dealers—will probably be "surprised to hear" that precisely the opposite of this rule is that upon which the trade act. One of the large brokers actually endorses a note on some of his invoices to the effect that 15 per cent. deposit is to be paid by the purchaser on the day of prompt on all bales of which delivery is not taken—thus presuming not that he *will* but that he *will not* take delivery of the goods which he has bought. Upon the purchase being effected no deposit whatever is demanded; so that it is open to a buyer to speculate for a rise without actually disbursing a single penny before prompt day. The results of this system hardly need to be pointed out. They are those which are felt and complained of in all directions at the present time—over-speculation and demoralisation of the trade. Within the last few years numbers of failures among the dealers have taken place, of which nothing has been heard by the outside world. There have been private settlements, in which the business to be transacted by the creditors in meeting assembled has consisted mainly in arranging for the distribution of the proceeds of office desks and furniture, after deducting the amounts due for rent and clerks' wages—and this extreme simplicity in the nature of the estates to be administered has led generally to the creditors "letting the thing go," and refraining from throwing good money after bad. Such losses, however, have fallen very heavily upon the trade, and the time has come when it is considered advisable that something should, if possible, be done to prevent their recurrence. The silk brokers, as most of our readers are aware, do not declare their principals to the merchants, and, in fact, accept the risk of their failure themselves, so that importers are not directly affected by this system; but all are more or less concerned in an end being put to a mode of business which gives so much power to affect the market, to irresponsible speculators. The brokers will assuredly make a mistake if they allow this to continue, and should combine once for all to put it down, especially as the remedy is of so simple a character that it could be applied



almost in a day. The deposit asked for when the prompt falls due should be demanded when the sale is effected, as is ordinarily done in all other trades. No single argument of any substantial weight can be found against this, as it is obviously only those who are not solid traders who will object to paying a 10 or 15 per cent. deposit at the time when the sale is effected. Opinion on this point is very strong among a large section of the silk brokers, and it is to be hoped that the subject will be sufficiently ventilated to bring about the reform which is required. It is clearly a grave error to permit competition to go to such lengths that all considerations of ordinary prudence are lost sight of, and to allow what might be a good and a sound trade to become reduced to the level of a game of speculation, differing but little from that of the Stock Exchange.

#### THE APPEAL CASE OF BENNECKE, SOUCHAY AND CO. v. WHITTALL AND OTHERS.

SOME feeling of disappointment will probably be experienced by those interested in the above case on the perusal of the judgment delivered by Sir R. COLLIER, which we print *in extenso* in our present issue. It was expected that some points of very great importance, and which had been elaborately and learnedly argued both in the original case and upon appeal, would be decided by it; but it turns out to be based entirely upon a technicality. It was to the effect that the requirements of Section 163 of the Hong Kong Ordinance not having been complied with, the deed for the benefit of the creditors under which the trustees of HEARD and Co. claimed was only receivable in evidence under Section 165 of the same ordinance, and that the trustees had not the rights of an assignee in bankruptcy, Section 167 of the ordinance only applying to deeds registered under Section 163. The bearing of this judgment will be understood upon its being borne in mind that the object of the original suit in Hong Kong was to obtain a decree setting aside certain mortgages which had been made by HEARD and Co. to BENNECKE, SOUCHAY and Co. upon the ground that they amounted to a fraudulent preference; and in a commercial point of view the interest of the case centred upon this point. Some technical considerations, however, were also involved—among others that upon which the case has been decided, namely, whether the trustees of HEARD's estate were entitled to impeach the mortgages as assignees in bankruptcy in accordance with a provision to that effect in the Hong Kong Local Bankruptcy Ordinance; in other words, whether the Trustees had a *locus standi* to bring the case at all. Upon this point the judgment of Sir R. COLLIER is against the trustees, and the decision therefore goes to the length of pronouncing the whole of the proceedings in the Hong Kong Court as inoperative, the trustees not being entitled to claim the decree which was sought by that action. Had the judgment stopped here, it would have been somewhat unsatisfactory, as it would have left the main question, namely, whether there had been any fraudulent preference in granting the mortgages to BENNECKE, SOUCHAY and Co., untouched. But it will be seen that Sir R. COLLIER in the judgment states that their Lordships by no means affirm the finding of the Court below as to fraudulent preference. It may from this be inferred that their Lordships' judgment on this point would have been also in favour of the appellants had the appeal been continued. Nor were there wanting reasons for this. A fraudulent preference consists of paying money or assigning property voluntarily and in contemplation of bankruptcy. Both these essentials must be clearly established, and in the present case one at least of them, the first, was clearly not made out. The mortgage deeds were granted in pursuance of the obligation which had been contracted before it became evident that bankruptcy was inevitable, and in fact the money had been lent on express directions to be used in a particular manner and secured in the meantime. No doubt the manner in which the late firm of AUGUSTINE HEARD and Co. drove matters to extremes and disregarded the interests of their creditors is to be much deprecated, and it is impossible not to sympathise to some extent with the creditors who find that the bulk of the assets have been mortgaged, and the possible dividends reduced to the smallest. But, on the other hand, there can be no question that

Messrs. BENNECKE, SOUCHAY and Co. acted in the matter entirely *bona fide*, and it would have been very hard upon them if, through no fault of their own, they had been compelled to give up the securities which had from the first been promised to them for advances which they made while there was still a chance of the firm being kept afloat.

#### THE JAPAN INSURRECTION.

THE latest telegrams which have been received from Japan, combined with the details in the mail papers, confirm the view which we some time back placed before our readers, to the effect that the extent of the difficulty with which the Government was called upon to cope had been considerably under-estimated in official quarters. There still appears to be no reason to doubt that the Government will ultimately prove strong enough to put down the rebellion completely; but it is evident that the rising is likely to be of a troublesome character for some time to come, and that the country must suffer severely from a lagging and wide-spread conflict. That affairs should have assumed this shape is much to be regretted, and it is to be hoped that the Japanese Government will make every effort to suppress the rebellion as early as possible. This end will be most likely to be attained by aiming at some decisive action, and so bringing matters to a climax. At present, affairs seem to have drifted into a very unsatisfactory state, the Rebel forces being spread in a variety of directions. Small actions against them cannot be of any advantage, and, in fact, tend rather to perpetuate ill feeling; and the aim of the Imperialists should be, if possible, to bring matters to some decisive issue. The continuance of the civil war cannot fail to be detrimental to the country in every way, and it is to be much regretted as likely to retard the career of progress on which Japan has entered; while the expenses which have to be met will fall heavily upon the Exchequer. Against this loss, the Government will fortunately be able, when the rebellion is at an end, to place considerable savings from forfeiture of amounts which they agreed to pay in annual pensions, in lieu of the Daimio's independent revenues, as well as extensive savings through the discharge of foreign employes—a step which, whatever may be considered as to its wisdom, has certainly been conducive to economy—but still the cost of the civil war must press heavily. We cannot but think, as events have turned out, that a little too much confidence has been expressed at head-quarters from the first regarding the rebellion, and that it is to be regretted that the Japanese Government did not rely more upon the force of the truth instead of endeavouring, partly by suppressing facts and partly by giving a *couleur de rose* aspect to others, to make it appear that the matter was much less serious than it has actually proved, or than there must have been good reason to fear long ago would be the case. The feeling of disappointment which must now be engendered cannot fail to be productive of much more injury to the *prestige* and credit of Japan than could possibly have been produced by a plain statement of the truth from the first.

#### RATES OF POSTAGE TO THE FAR EAST.

		VIA BRINDISI.			
		Letters.	Post Cards.	Newspapers.	Book Pkts.
China, Hong Kong, Japan, Siam, Sarawak, Straits Settlements, Ceylon, Labuan, Java, Cochin China, and Philippine Islands ...	6d. per ½ oz. ...	4d. each ...	2d. per 4 oz. ...	3d. per 2 oz.	
VIA MARSEILLES (by French Mail).					
China, Hong Kong, Japan, Siam, Sarawak, Straits Settlements, Ceylon, Labuan, Java, Cochin China, and Philippine Islands ...	6d. per ½ oz. ...	3d. each ...	1d. per 4 oz. ...	2d. per 2 oz.	
VIA SOUTHAMPTON.					
China, Hong Kong, Japan, Siam, Sarawak, Straits Settlements, Ceylon, Labuan, Java, Cochin China, and Philippine Islands ...	6d. per ½ oz. ...	3d. each ...	1d. per 4 oz. ...	2d. per 2 oz.	
VIA SAN FRANCISCO (by American Mail).					
China and Hong Kong ...	6d. per ½ oz. ...	—	2d. per 4 oz. ...	2d. per 2 oz.	
Japan ...	6d. „	3d. each ...	1d. „	2d. „	

\* \* \* As no post-cards bearing impressed stamps of higher value than 1½d. have been issued, the ordinary post-cards now in use must be employed when it is desired to send a post-card to the Far East, adhesive stamps being affixed to the cards to make up the amount of the postage required. There are no post-cards for Siam and Sarawak.

## Literature, Science, &amp;c.

There are not many new works of importance at present noticed as forthcoming; and, as usual at this time of year, travels and guide books take a leading place. The Autobiographical Recollections of Sir John Bowring, which comprise anecdotes of all kinds of celebrities, from King Louis Philippe and Mrs. Opie to Lamartine and Thomas Hood, the poet, is looked for with interest. The magazines for the present month are supported with able contributions, and keep well up to the standard. In *Fraser's Magazine* will be found one of the first demurrers to the identity of the "Schliemannic Ilium" with that of Homer, by Mr. William Simpson, who professes to have visited the scene of the doctor's explorations with a predisposition to prefer the Hissarlik to the Bounarbashi site, but to have been led, by personal inspection, to the conviction that in the excavation where Dr. Schliemann considers that he has discovered the Scaean Gate, Priam's Palace, and the Great Tower of Ilium, the vestiges of walls, of poor, small, and rude masonry, if of any masonry at all, are not compatible with the Cyclopean structures we might have expected; that "the unhewn stones joined with earth," which correctly in "Troy and its Remains," describe the Gate which Schliemann identifies with the Scaean, do not tally with the masonry of the supposed palace, which is constructed of "earth with stones thrown and not built in," according to Mr. Simpson; and that the Palace and Gate cannot have been contemporaneous, as the former, says our objector, has been evidently built across the inner side of the latter.

In the *Fortnightly Review*, among political articles many and able, that by Emile de Laveleye on "British Interests in the Present Crisis" exacts perusal. He pays Great Britain the compliment of believing that, could she annex all Europe, she of European nations is the ablest and fittest for the task; but at the same time rejects for her the upholding of Turkey as a hopeless task, and advises with regard to it the constitution of independent Christian federated States.—In *Blackwood* this month among the best papers are the notes of "A Staff Officer on the Egyptian Campaign in Abyssinia," and "English Diplomacy," by, it would seem, one of the craft, and one who does not disguise its failings, though he strongly objects to its being transformed into a *paid* service.—In the *Cornhill* Prof. A. W. Ward, of Owens College, Manchester, has a lively, interesting, and very scholarly lecture on a visit to Delphi, which illustrates our current knowledge from the classics with the results of recent personal observation. Another curious paper is on Japanese Miniature Odes, the translations of which have, many of them, a singularly English vein of thought.

The *Geographical Magazine* for this month contains a very valuable paper on the Himalayan system, in which it is considered in relation to the structure of the Asiatic Continent; and next as a segment of a vast girdle of mountains which rises on three sides, from the Indian Pacific and Arctic Oceans respectively, the circuit being completed on the fourth side from the plain of the Caspian. Thus the Himalayan portion of the girdle is that which ascends from India and the Indian Ocean, while from the Pacific and the rolling plains of China rise in unbroken continuity with the Himalayan portion those rugged mountains the culminating ranges of which may take a general name from the Yunling, which stretches south to the Hwang Ho River, and from the Inshan between the Hwang Ho and the Amoor.

The *Bulletin de la Société de Géographie* for June contains, among other matter, an account of the Transvaal Republic, which will be read with special interest at the present time. The climate is described as very salubrious, the temperature ranging between 59 and 73 degrees Fahrenheit during the year.

In *Seydman's Mittheilungen*, Dr. Paul Gussfeldt gives a description of the journey which he made in 1876 with Dr. Schweinfurth from Beni Suéif on the Nile across the Arabian desert to the convents of St. Antonius and St. Paul, and promises the results of his astronomical, magnetic, and barometric observations. Dr. Carl E. Jung also begins a valuable systematic account of the geography of South Australia.

The United States' Naval Observatory has at length issued (Washington: Government Printing Office), in a handsome quarto volume profusely illustrated, the "Narrative of the North Polar Expedition of the U. S. ship *Polaris*. The work has been edited, under the direction of the Secretary of the Navy, by the late Rear-Admiral C. H. Davis, U.S.N.

The Annual Report of the Imperial Library at St. Petersburg has been published, showing an expenditure for the year 1876 of about £13,550. Of this sum about £2,700 have been laid out on the purchase of books. During the past year the number of works added to the Library has been 19,554, forming 25,415 volumes. The number of readers has been 159,508, who have consulted as many as 337,536 volumes. The increase of books, however, has latterly become so great as to demand an extension of the Library.

A valuable description of the outskirts of the little-known kingdom of Atchey, commonly but erroneously named Atchin, in the north-west of Sumatra, towards which attention has been

frequently drawn in recent years by the Dutch expeditions against it, appears in the second part of the second volume of the *Journal of the Geographical Society of Amsterdam*, from the pen of Herr J. C. R. Westpalm. Atchey lies between 95° 13' and 98° 17' E. long of Gr., and between 2° 48' and 5° 40' N. lat.; but as the accompanying map indicates, the greater part of the interior country is still utterly unknown.

M. Léouzon-le-Duc has published an account of the French MSS. in the Imperial Library at St. Petersburg, which were acquired after the fall of the Bastille and the sack of the Abbey of Saint-Germain-des-Prés in 1789, by a Russian agent, named Dubrowski, and by him sold to the Emperor Alexander I. in 1807. The Russians think very highly of this collection, and were so fearful of its falling into the hands of the French on their invasion of Russia in 1812, that it was packed up in boxes ready to be sent off to the extreme end of the Government of Olonetz, should anything disastrous occur at St. Petersburg. Among the documents a great many relate to the prisoners from time to time shut up in the Bastille.

Miss Glyn, the well-known Shakespearean reader, is now giving a series of readings at her residence, 13, Mount-street, Grosvenor-square—Tuesdays and Fridays. Her wonderful power of assuming all the parts in the play gives an interest not easily obtainable in any other quarter, and forms a most intellectual entertainment.

## Legal.

JUDICIAL COMMITTEE OF THE PRIVY COUNCIL.—  
APPEAL CASE.

BENECKE, SOUCHAY, AND CO. (APPELLANTS) V. WHITTALL AND OTHERS, TRUSTEES OF THE ESTATE OF AUGUSTINE HEARD AND CO. (RESPONDENTS).

This was an appeal against a decree of the Supreme Court at Hong Kong, dated Feb. 16, 1876, and made in a suit in which the above-named appellants were defendants. The suit was instituted by the trustees of Augustine Heard and Co. (the respondents), in virtue of a deed of assignment expressed to be made and entered into by and between the members of the firm of Augustine Heard and Co. and their creditors, dated the 19th April, 1875, and under provisions of the Hong Kong Bankruptcy Ordinance of 1864, and the object of the suit was to have certain mortgages, eight in number, given to the appellants (Benecke and Co.) by Augustine Heard and Co. set aside for the benefit of the creditors under the trust deed. The decree of the Supreme Court in Hong Kong set aside the mortgages given to the appellants, and against this judgment the present appeal was instituted.

The judgment delivered by Sir R. Collier is as follows:—

This is an action brought by trustees appointed under the provisions of a deed of the 19th of April, 1865, executed by the firm of Augustine Heard and Company, carrying on business in Hong Kong, as well as in other places. The plaintiffs sue for the purpose of setting aside certain conveyances of real property to the defendants, merchants in London, on the ground that they were given by way of fraudulent preference.

The first question raised by the defendants, appellants, is whether the plaintiffs have the right to maintain a suit on this ground: and inasmuch as this question, if disposed of in favour of the appellants, decides the case, their Lordships have thought it desirable to hear the argument upon it in the first instance.

This question depends upon the construction of an ordinance of Hong Kong in 1864 on the subject of bankruptcy, which was passed three years after the well known Bankruptcy Act in this country of 1861, and in a great measure, indeed in a great number of clauses, almost *totidem verbis*, follows that enactment.

The material sections of that ordinance for the present purpose are, first, section 163. This comes under the head of "Trust deeds for the benefit of creditors," and enacts as follows:—"Every deed or instrument made or entered into between a debtor and his creditors, or any of them, as trustees for the rest, or a trustee on their behalf, relating to the debts or the liabilities of the debtor, and his release therefrom, or the distribution, inspection, management, and winding up of his estate, or any of such matters, shall be as valid and effectual and binding on all the creditors of such debtor as if they were parties to and had duly executed the same, provided the following conditions be observed." Then come several conditions. The first of them is that the deed shall be a conveyance of the estate of the debtor, except a small portion; the next, that a majority in number representing three fourths in value of the creditors shall in writing assent to or approve of such deed. Then come provisions relating to the execution of the trust deed. Then follows a further provision in these terms:—"Within twenty-eight days from the day of the execution of such deed or instrument by the debtor, the same shall be produced and left at the office of the Registrar for the purpose of being registered." The next section, 164, provides for a special form and manner of registration of documents of this kind. It requires that "The date, names, and descriptions of the parties to every such deed or instrument, not including the creditors, together with a short statement of the nature and effect thereof, shall be entered by the Registrar in a book to be kept exclusively for the purposes of such registration. Such entry shall be made within forty-eight hours after the deed shall have been left at the office as aforesaid, and a copy of such entry shall be published in the Hong Kong Government Gazette as soon as reasonably can be done after, but in no case later than ten days from the time of making such entry."

It is clear that the deed in this case does not fall under the provisions of these sections, inasmuch as it was not proved to have received



the requisite assent of creditors. But it was contended, and this in effect was the ruling of the Court below, that this deed being one within the provisions of Section 165 fell within those of Section 167, and therefore operated to give the plaintiffs all the rights of action which would have accrued to assignees in bankruptcy. It will be necessary to examine both these sections. Section 165 is in these terms:—"Every deed, instrument, or agreement whatsoever," and it may be observed that the term "agreement" is here inserted, which is not to be found in the previous clause, "made and executed, by which a debtor not being a bankrupt conveys, or covenants or agrees to convey, his estate and effects, except such portion thereof as aforesaid for the benefit of his creditors." It may be further observed that this clause contemplates not only a deed conveying the bankrupt's estate, but an agreement to convey it; the clause proceeds, "or makes any arrangement or agreement with his creditors, or any person on their behalf, for the distribution, inspection, conduct, management, or winding up of his affairs or estate, or the release or discharge of such debtor from his debts or liabilities, shall, within twenty-eight days from and after the execution thereof by such debtor, or within such further time as the Court shall allow, be registered in the Court; and in default thereof shall not be received in evidence."

This section, although it may possibly include deeds described in the former, embraces a large class of deeds of a very different character, and extends to "agreements" of several kinds. It is wide enough to comprise almost any written agreement, whether under seal or not, which the debtor may execute even without the consent of any of his creditors, appointing an inspector or trustee with the view of winding up or managing his affairs, although it does not convey the whole or any part of his estate, or effect a "*cessio bonorum*." Section 166 is to this effect:—"Every such deed, on being so registered as aforesaid, shall have a memorandum thereof written on the face of such deed, stating the day and the hour of the day at which the same was brought into the office of the registrar for registration." Their Lordships do not think it necessary to determine whether this last clause refers to the last class of deeds or to the class of deeds before mentioned, or to both. The expression "deed," if taken literally, would not apply to a mere agreement in writing not under seal. But the material question turns on the construction of the 167th section. That section is to this effect:—"From and after the registration of every such deed or instrument in manner aforesaid, the debtor and creditors, and trustees parties to such deed, or who have assented thereto, or are bound thereby, shall," &c. This description appears to be applicable to the different classes of persons who are specified in section 163, that is to say, the debtor, the creditors, the trustees, and those who without having assented to the deed are bound thereby; certainly the latter expression would not apply to deeds under clause 165. Then it proceeds,—"shall in all matters relating to the estate and effects of such debtor be subject to the jurisdiction of the Court, and shall respectively have the benefit of and be liable to all the provisions of this ordinance in the same or like manner as if the debtor had been adjudged bankrupt, and the creditors had proved, and the trustees had been appointed creditors' assignees under such bankruptcy." In the course of the argument it has been admitted that the debtor under such a deed as the present is not entitled to the benefit of all the provisions in the ordinance, and that he cannot avail himself of the two contained in sections 168 and 169. The section proceeds, "And the existing or future trustees of any such deed or instrument, and the creditors under the same, shall, as between themselves respectively, and as between themselves and the debtor, and against third persons, have the same powers, rights, and remedies with respect to the debtor, and his estate and effects, and the collection and recovery of the same, as are possessed or may be used or exercised by assignees or creditors with respect to the bankrupt, or his estate, effects, or effects in bankruptcy."

It appears to their Lordships difficult to suppose that the Legislature could have intended to give this effect to every deed executed under the 165th clause. As before pointed out, a deed might be executed and registered under that clause, which would not pass the estate of the debtor to his trustees. If so, how could they have, with respect to that estate, all the right to be exercised by assignees in bankruptcy? Further, it appears improbable that the Legislature should have intended that a mere deed, or a mere writing without deed, whereby a debtor has conveyed, or has agreed to convey, any portion of his estate to any person under the name of an inspector or otherwise, without the consent of a single creditor, should have the effect of clothing that person with all the rights of assignees in bankruptcy. The difficulty of so construing this clause is very much increased by the two clauses which follow it. The next is section 168, which is to this effect:—"After the copy of the entry made by the Registrar as aforesaid shall have been published in the *Hong Kong Government Gazette*, no execution or other process against the debtor's property in respect of any debt, and no process against his person in respect of any debt, other than such process by writ or warrant as may be had against a debtor about to depart out of the colony, shall be available to any creditor or claimant without leave of the Court, and a certificate of the filing and registration of such deed under the hand of the Registrar, and the seal of the Court, shall be available to the debtor for all purposes as a protection in bankruptcy." It has been admitted that this section cannot apply, partly because it refers to an entry in the *Hong Kong Government Gazette*, which would apply only to instruments described in section 163, and, further, because it could not have been intended that by merely executing such a deed as has been spoken of under section 165 the debtor should be able to protect his property from process. The next section (169) is as follows:—"In case any petition shall be presented for an adjudication against a debtor after his execution of such deed or instrument, as is herein-before described, and pending the time allowed for the registration of such deed or instrument, all proceedings under such petition may be stayed if the Court shall think fit, and in case such deed or instrument shall be duly registered as aforesaid, the petition shall be dismissed." It has been admitted that the words "deed or instrument" here must be narrowed in their construction to

deeds or instruments under section 163; and that it is impossible to suppose that this section could apply to deeds under section 165. But if that be so, if these two sections admittedly do not so apply,—as it is clear they cannot apply,—it seems extremely difficult to regard the section immediately before them as applying. Their Lordships are disposed to read these three sections together, to treat sections 168 and 169 as supplementary to section 167, and to hold them all as applying only to deeds coming within the provisions of section 163. Section 165 may be described as an isolated section containing an isolated provision, doubtless a very valuable one, to the effect that if a debtor chooses to execute any deed or agreement relating to the management of his property, or the liquidation of his debts, or his release from liability, he shall not keep it secret, but shall register it for the information of persons whom it shall concern, under the penalty of its not being admissible in evidence unless he does register it.

Such being the view which their Lordships would have been disposed to take of this ordinance if there had been no authority on the subject, they think it right now to refer to some of the cases decided upon the construction of the Act of 1861, the clauses of which, as before observed, are almost identical, in reference to the subject matter now under discussion, with the clauses in the Ordinance of Hong Kong.

The first case to be referred to is the case of *Ex parte Morjan* (1. De Gex, Jones, and Smith, p. 288), which was decided by Lord Westbury, than whom, it will be admitted, no man was more competent to construe the Bankruptcy Act of 1861. The part of the case material to the present inquiry is correctly stated in the first part of the marginal note:—"The registration of trust deeds under the 192nd and under the 194th sections of the Bankruptcy Act, 1861, although in practice performed by the same officer, are distinct, and have different operations; and where, for the want of the papers required by the orders, registration under the former section had been refused by the officer, and the applicant had registered the deed under the 194th section: Held, that the registration did not prevent the deed, which was an assignment of all the debtor's property, from being an act of bankruptcy." It should be here observed that the 192nd, 193rd, and 194th sections of the Act of 1861 correspond respectively with the 163rd, 164th, and 165th sections of the Bankruptcy Ordinance of Hong Kong. In the course of his judgment Lord Westbury observes:—"The protection intended by the statute to be given to a deed under the 192nd section was a protection extending only to such deeds as should be duly registered in the manner and form required by that section and the 193rd, which is consequent thereon. The immediate question which I have to determine is, whether the deed before me is a deed which has been so registered." Then he says:—"To determine that question it is necessary to observe, that in addition to the registration prescribed by the 192nd and 193rd sections, it appeared to the Legislature expedient to require another form of registration for deeds which did not exactly comply with the requirements of the 192nd section, and accordingly the 194th section gives the power and imposes the obligation of registering any deed of composition or deed for the benefit of creditors, which has not been registered under the 192nd section in the Court of Bankruptcy; and the words are material. A deed under the 192nd section is to be registered by the deed being brought into the office of the Chief Registrar, and the solemnities attending its registration are clearly defined. A deed under the 194th section is directed to be registered simply in the Court of Bankruptcy. For convenience sake, by a general order, I have given both forms of registration to the same officer and to the same office; but the registration under the one section is very different from the registration under the other section. The 194th section was introduced with a double view. First, because it was apprehended that many deeds of composition might still be made which would not be brought under the 192nd section, and which might have an injurious effect by reason of their being secret deeds of arrangement. The obligation, therefore, was imposed upon all persons, parties to such a deed, of bringing it in to be registered within twenty-eight days after its approval in the Court of Bankruptcy, and a penalty is attached in case of default, that the deed shall not be receivable in evidence. Another object of the enactment was this—it was felt that possibly many a deed of composition might not be perfected in the manner required by the 192nd section within the twenty-eight days, and yet that all the creditors might be willing to accede to such a deed; and, therefore, power was given to register, under the 194th section, a deed which did not exactly comply with the requirements of the 192nd section." Then he goes on to say:—"These two forms of registration, therefore, being very different, the consequences of the one form do not attach to the other. The consequence of an observance in every respect of the terms of the 192nd section is that the deed is binding on the minority of the creditors who do not execute or assent to it. No such consequence is attached to registration under the 194th section." And accordingly he held that the conveyance there, being a conveyance of all the debtor's property, and not being registered under the 192nd and 193rd sections, was an act of bankruptcy.

It may be desirable to refer next to the case of *Symons v. George* (33 *Law Journal* (new series), *Ecch.* 231). Their Lordships cannot help thinking that the marginal note of that case, to which the learned Judges in Hong Kong appear to have referred, may somewhat have misled them. The marginal note is to this effect:—"A trust deed in the form given in Schedule D. of the Bankruptcy Act, 1861, and registered, &c., according to section 192, though not assented to by the prescribed majority of creditors, is by virtue of the 194th and 197th sections,"—the 197th section corresponding to the 167th section in the ordinance—"subject to the jurisdiction of the Court of Bankruptcy." It should be observed, however, that the real point decided in this case was no more than this—that the debtor having conveyed to certain trustees his effects and property, to be administered for the benefit of his creditors as if in bankruptcy, and that property having been delivered in pursuance of the deed of conveyance, it was held that the

operation of the deed at Common Law was to pass the property to the trustees, although, incidentally, no doubt, an opinion such as that indicated in the marginal note is expressed. It was upon the same ratio decidedly that the decision was affirmed in the Exchequer Chamber. It should be observed that the case which has been before quoted, decided by Lord Westbury, was not drawn to the attention of the Court.

In the subsequent case of *Pearson v. Pearson* (1 Law Reports, Exchequer, 310) the Court of Exchequer had their attention more pointedly called to the provisions of the Bankruptcy Act, and also to the decision of Lord Westbury. It was there held that the legal right to sue in respect of debts and choses in action of the debtor did not pass to his trustees under a deed which fell within the provisions of section 194, and that section 197 did not apply to such a deed so as to give to the trustees appointed under it the rights to sue of assignees in bankruptcy. That is the very point to be determined in this case. If trustees have not by virtue of the operation of ss. 194 and 197 of the English Act (corresponding to ss. 165 and 167 of the Ordinance) the power to sue in respect of a chose in action, it is because they have not the rights of assignees in bankruptcy, and if so, it follows they have not the power of assignees in bankruptcy to sue in respect of a fraudulent preference. This case was dealt with by the same Judges, with Baron Channell in addition, who had decided the case of *Symons v. George*, and they came to the conclusion, expressed by Baron Bramwell, that the provisions of section 197 apply only to deeds entered into in conformity with the provisions of section 192. Their Lordships cannot help observing that the learned Chief Justice, when speaking of what he calls the *dicta* of the judges in this case, and observing that he could not explain them, appears not to have appreciated the full force and effect of the case itself as a clear decision of the very point now in question.

The only other case to be noticed is a case before Vice-Chancellor Bacon, of *Ex parte Atkinson* (9 L. R., Eq., 736), in which, undoubtedly, the Vice-Chancellor does not seem to have accepted in its full breadth the view of the Court of Exchequer, that section 197 did not apply to deeds under section 194. It is to be observed, however, that he does not question the decision in *Pearson v. Pearson*. He says:—"With most sincere deference therefore to the learned Judges by whom that case was decided, and not presuming to question their decision upon the subject to which it applies, I must say that it seems to me to be no authority for the proposition that because a deed of assignment registered under section 194 does not enable the assignee to sue in his own name for a chose in action which was the property of the assignee before the deed, therefore the 197th section has no application to such a deed, and that all the power and jurisdiction which by the 197th section is given to the Court of Bankruptcy over every such deed after registration is wholly ousted." The effect of this decision would appear to be that, although the learned Vice-Chancellor yields to the authority of the case in the Court of Exchequer so far as it holds that the provisions of section 167 do not apply to deeds under section 194, so as to give to trustees under them the powers of assignees in bankruptcy, still he thinks that there is some jurisdiction in the Court of Bankruptcy to administer the property. What he actually decided was that the judge sitting in bankruptcy had power to summon a person to give evidence as to an alleged transfer of property comprised in such a deed, and to commit the witness for contempt for refusing to be sworn. This decision therefore, whether the Vice-Chancellor be right or wrong in the application which he gave to section 197, as to which their Lordships do not think it necessary to pronounce opinion, is certainly not an overruling of the decision of the Court of Exchequer in *Pearson v. Pearson*, which governs the present case.

Their Lordships have therefore come to the conclusion, both upon the decided cases and upon the construction of the Ordinance independently of them, that the plaintiffs have not a right to sue for the purpose of setting aside the conveyances on the ground that they are a "fraudulent preference" within the meaning of that term in the Bankruptcy law.

It has, however, been further argued that, even assuming this, the transaction now impeached constituted a fraud so much exceeding that of a mere fraudulent preference that, independently of any assistance from the Bankruptcy laws, the plaintiffs, by their mere appointment as trustees on behalf of the other creditors, would be entitled to sue to set it aside. Upon this subject their Lordships think it enough to observe, first, that this point does not appear to have been argued or taken in the Court below, and that they are always reluctant to decide upon points which have not been submitted to the inferior Court, and, secondly, that there does not appear to them any ground whatever for supposing that there was any greater fraud in this case than a fraudulent preference in contemplation of the Bankruptcy laws, if indeed there was such a fraudulent preference, which, this part of the appeal not having been fully argued, they by no means affirm.

On these grounds their Lordships will think it their duty humbly to advise Her Majesty that the decision under appeal should be reversed. There will be the usual order with respect to costs in the appeal, and the Court below.

### THE CITY BANK.

The half-yearly meeting of the shareholders in the above-named Bank was held on the 17th inst. at the City Terminus Hotel, Mr. J. Atkinson in the chair. The accounts showed that the gross profits for the past six months, including £1,923 brought forward, amounted to £74,633. The directors recommended a dividend at the rate of 10 per cent. per annum, that £10,000 should be added to the reserve fund (thereby increasing it to £180,000), and that the balance, £3,315, should be carried forward.

The Chairman, in moving the adoption of the report, which we publish elsewhere, said that the profits were more than they had had the pleasure of receiving lately. The acceptances were down to £466,720, and as a board they were sorry for the fact, because it was a profitable as well as a safe part of the business, and because it testified in its

degree to the decreased volume of business going on between this country and other countries. The sensible increase in the reserve fund was a matter of congratulation, as was also the increased dividend. The branches had given satisfaction, and they were improving; but there was one point in connection with the manager of one of the branches which he felt it his duty to mention, and that was, as most of them were aware, that that gentleman in his private capacity, and in no way in connection with the business of the bank, had interested himself about a case before the Courts of Justice in such a manner as called down upon him a prosecution. No doubt he was not aware that he was laying himself open to the law, but such was the case. If the directors had known what was transpiring at the time they would have given instructions which would have saved him from such a state of things. The directors had received a deputation from more than one section of the shareholders and customers of the bank, and they strongly sympathised with Mr. Gliddon, whose zealous and energetic services since 1863 they were delighted to recognise. The directors had joined in a memorial sent forward to the proper authorities by many respectable persons asking for a remission of the sentence, and in addition to that the board had not ceased to pay Mr. Gliddon's emolument. (Hear, hear.) That was a substantial proof of their sympathy with that gentleman, and he trusted the shareholders would leave the board to deal in this matter as they thought fit.

Mr. Alderman McArthur, M.P., seconded the motion, which was unanimously adopted, and the retiring directors and auditors having been unanimously re-elected, the proceedings closed with a vote of thanks to the chairman.

### THE TEA MARKET.

The subjoined letter signed "G." has appeared in *The Times* :—

The present position of the tea trade is the natural result of the manner in which the season's business is opened. The great proportion of the buying interest have no establishments at Hankow, but send their inspectors from Shanghai to be domiciled under the roofs of two or three resident commission agents. These inspectors, being sent for the special purpose of buying tea, are naturally disinclined to leave without having operated to a larger or smaller extent. Thus congregated together, they are exposed to the excitement of competition in an unusual degree, and they have not the advantage either of necessary space or of the "light" with which they are familiar. Native dealers make the most of the rivalry thus established in one house. They "bid off" one buyer against another, and in this manner opening rates are secured that probably no one ever intended to sanction. The Hankow market, being the first to open, reacts on Foochow, and not until the whole of the first and part of the second crop teas are disposed of is the fatal result ascertained. Shanghai is in direct telegraphic communication with the rest of the world, but between that port and Hankow there is only an irregular post. At Shanghai the inspectors would have the advantage of their own tea-rooms, and also that of personal consultation with their principals. Six months ago nearly every China merchant recognised the evils of the present system—each one gave his opinion that Shanghai should again be made the northern depot—and yet no one would then enter into an arrangement that was an admitted benefit to all. Everything points to the advantage of this change, but if that cannot be effected then let tea inspectors be permanently quartered at Hankow, thus giving them some chance of exercising a cool judgment. If a leading house in the trade like Messrs. Matheson and Co. would call a meeting of those interested surely some agreement might be arrived at by which business in the future would be placed on a less unsatisfactory footing and the evils of the present system mitigated.

### THE TELEGRAPH CONSTRUCTION AND MAINTENANCE COMPANY.

The half-yearly meeting of the shareholders of this Company has been held at the offices, Old Broad-street—Sir Daniel Gooch, Bart., M.P., in the chair.

The Secretary having read the notice calling the meeting, the Chairman said he had very little to say except in regard to the progress of the undertaking, such as what work was in hand and what work they might expect. With regard to the work in hand, a cable was being laid from Marseilles to Bona, 470 knots, and they had also a contract for 389 knots from Bona to Malta. They had arranged with the Western and Brazilian Company to lay 515 knots of new cable, and to do something in the way of repairing the old. As they were also aware from the newspapers, two of their ships were in the Atlantic endeavouring to repair the 1865 and 1866 cables belonging to the Anglo-American Telegraph Company. The first vessel started on the 8th May, and the second on 13th June, and he hoped they would be eventually successful in putting those cables right. They had done some portion of the work, but they had had no information for some little time as to what they were doing in mid-Atlantic. The Indian cable, which was unfinished at the date of the annual meeting, had been finished, and was now working in a very satisfactory manner, and had been entirely paid for by the Eastern Telegraph Company. He concluded by expressing his willingness to answer any questions.

Mr. Abbott said the Chairman had touched very lightly on the works done since the last meeting. Whenever there was any considerable work in hand they heard of the great responsibilities that attached to them. But he reminded the shareholders that the work done since the last yearly meeting amounted to over a million sterling, and the profit from that would no doubt show well in the balance-sheet at the end of the year. If the Chairman could give them any assurance that there was now no heavy liability attached to that work it would be a satisfaction to the shareholders.—The Chairman said he did not know of



any great liability. There was one ship to come home, and the cable to be laid might be lost; but he did not think it was likely. The directors would take care to give them a good dividend, and yet not to pay them too much. (Laughter.) They had hitherto acted wisely in so doing—(hear, hear)—and he should always recommend the directors to adopt that course.

Mr. Vears wished to know if they would have the talked-of cable to the Cape of Good Hope.—The Chairman said he was not able to say anything on that subject, as the matter was under discussion by the Government, and therefore it would not be wise to speak about it. They would try to get cables to the Cape and everywhere else.

A vote of thanks concluded the proceedings.

## GERMANY.

(FROM OUR OWN CORRESPONDENT.)

HAMBURG, JULY 17.

The recent decisive defeat of the Russians in Armenia has given great satisfaction to the friends of the Turks, of whom, strange to say, the number seems to be increasing here daily. But the telegrams of yesterday reporting the capture of Nicopolis, with 6,000 prisoners, and of to-day, bringing intelligence of the Russians having actually passed the Balkan, have again much depressed the enjoyment, as well as the hopes, that Russia would make its peace with Turkey as quickly as possible, to avoid the intervention of any of the great European Powers. The uniform opinion in Germany regarding the Oriental war is best manifested by the fact that our Exchange answered the newest telegraphic news with a firm tone, which only was somewhat checked again by a telegram from London, reporting the very friendly bearing to the Turks of one of the London leading papers.

Emperor William has taken his sojourn on the Isle of Mainan, in the Lake of Constance, as I wrote the other day, and from there on the 14th of this month he has paid a visit to the King and the Queen of Württemberg. The Emperor's meeting with the Sovereign of Austria, which is said to take place at Salzburg on the trip to Gastein, is, as I hear, postponed, and those two illustrious persons will have a conference when our German Emperor has left the mentioned Austrian bathing-place on his journey to Berlin. That conference is looked at with curiosity, as the triple-alliance between Russia, Austria, and Germany may be a topic of discussion, and in consequence of it the future politics of Austro-Hungary in the Eastern war.

Of late a rumour has been afloat to the effect that the German squadron at Wilhelmshafen will be fitted out in order to join the other men-of-war in the Mediterranean; but, as I hear, all these sayings are unfounded, and the only ground of them is an order for the *Ariadne* to be commissioned; this vessel shall leave our coast on the way to East-Asia.

I have to report the death of Bishop Ketteler, of Mentz, one of the best fighters in the so-named "Cultur Battle," and a clerical of pure water; that party is suffering a severe loss by this death. The ex-President Ulysses S. Grant, arrived on the 12th of this month at Frankfort-on-the-Maine, and a great dinner has been held on this occasion, on the 14th there, at which a great part of the upper ten-thousand of that city, and all persons in connection with the American trade, were present. The official speeches mentioned the merits of Mr. Grant as former President of the United States in a very honourable manner.

From good information I learn that the great naval docks at Ellerbeck, near Kiel, which not long ago were visited by English naval officers, will be finished at the end of September. The solemn opening of these really grandiose and expensive labours is expected to take place during the month of October, in the presence of the Emperor, the Empress, and the Crown Prince. A deputation of the English and other friendly navies would also be very welcome, and are also expected.

The Hamburg-Sued-American-Dampfschiffahrts-Gesellschaft (Hamb South-American Steamship Company) recently has augmented its fleet by a splendid new steamer, called the Santos, and built by Messrs. C. Mitchell and Co., at Newcastle-on-Tyne; she is 320 feet in length, 36 feet beam, and 28½ feet deep in the hold, carries a dead-weight cargo of 2,400 tons, and has been measured in England at 1,587 T.R. Her engines are built after the compound system (Woolfe), and display a force of 275 indicated horse power, equal to about 1,100 horse-power nominal. In the saloon there is fine room for 58 first cabin passengers besides; these she can take 220 more passengers in the between decks. The Santos will leave here on the 19th inst. for South America, under command of Captain Heidorn, and with a full cargo. It deserves to be acknowledged that notwithstanding the uniform lay down of all business, the company has been able to build the new steamer even without the smallest loan, only from the earnings of its own, and notwithstanding of a dividend of 5½ per cent. paid for the last year.

Dr. Strausberg, the celebrated Railroad King, and well known in England, is still arrested at Moscow; but a rumour goes about, that the sentence, which "condemned" the poor King to "leaving Russia for ever," is soon to be carried out; certainly not too early for the ingenious and industrial man.

The Hamb. American Steam-Packet Company (Hamb. American Packetfahrt) appears to have undertaken a great reconstruction of her internal administration; all the several loans are to be converted into one great loan of ten millions, the shares are to be diminished by being bought for destruction by the company itself, and thus hopes are entertained that the company soon will be again able to pay a dividend to its shareholders. Whether the new plan will prove a success or not will have to be waited for, but it is beyond doubt that of late very much energy has been displayed in the management of the company. The two large steamships, Silesiar and Halsatia, both well-known as tidy and splendid New York traders, are to be thoroughly repaired

strengthened, and put into activity again, the former on the West Indian, the latter on the New York route.

The Colorado-beetle, whose appearance at the left bank of the Rhine I reported in last letter, keeps the minds of our farmers in great agitation; several reports have already come in from places in Germany, where the destructive insect had been found; but fortunately, hitherto, none of these reports has been either proved or confirmed. But should the fearful beetle really penetrate into Germany, no doubt in some districts great misery would ensue.

At Bremen the steamer Nordenskjöld is expected shortly for a trip from Bremen to the mouth of the Zenisei river in Siberia, for the opening of a trade between the said country and Bremen. The steamer, being named after the celebrated Swedish Professor Nordenskjöld (who was the first European that ever reached the mouth of the above river), belongs to Gothenburg, is about 158 British register tons, and will be loaded with about 67,000 kilograms of unmanufactured tobacco, and 33,000 kilograms of sugar, which articles are intended to serve as articles for sale to the natives.

The Borkum, lightship, which some weeks ago was taken away from its station for being repaired, has resumed its usual anchorage off the Borkum, and again will be a welcome guide for vessels coming and going. General Grant, the former President of the United States of America, on the 12th inst. arrived at Frankfort (upon Main), and was welcomed at the railway station by the American Consul General, Mr. Lee, besides several members of a committee, established on that purpose. Yesterday the General again left Frankfort for Switzerland, where he intends to stay some time at Luzerne.

## PRODUCE MARKETS.

The prevailing dull tendency on our Produce Markets is continuing, as the protraction of the war in the East, and the summerly season as usual, have a checking influence; transactions are therefore made rather only for consumption. The Money Market remains abundant.

COFFEE.—The daily existing consumptive demand was sufficient to lead holders to maintain their reserve. An active business therefore cannot be reported; but in case of transactions full values had to be paid. Quotation for Java quality remains m.1.05 to 1.50 per ½ kilo.

SUGAR.—Of yellow Zanzibar, 1,000 bags changed owners during the past week, and in spite of the duller reports from other markets full prices could be fetched. Quotations are:—Mauila brown, clayed, m.29 to 31; do. unclayed, m.23 to 24½; Mauritius, brown, m.23 to 31; do. yellow, m.31.50 to 34; Batavia, brown, m.24½ to 31; do. white, m.34½ to 36; do. yellow and grey, m.31½ to 34; Siam, Benares, and China, white, m.32 to 35; Zanzibar, brown and yellow, m.25 to 35; China, brown and yellow, m.22 to 32.

RICE.—The following cargoes of raw quality have arrived, viz. 12,000 bags Rangoon, per Deutschland, 9,000 bags Bassein, per J. H. Ramien, and 10,000 bags Arracan, per Thorsvaladen; these three cargoes changed owners already afloat.

TEA is very quiet, and transactions of any importance did not transpire.

COTTON has shown a quiet tendency during the past week, but values are pretty well maintained, with rather more animation at the close. In addition to several lots of American provenience ca. 50,000 kilo. rough South Sea changed owners.

SPICES.—Nutmegs, prime quality, m.5.60 to 6.20. Mace, m.4.70 to 4.90 per kilo. Ginger unchanged, Bengal m.27 to 27½; Cochin, m.63 to 85. Cloves are duller, Zanzibar quality m.134 to 135; Amboina m.165 to 167. Pepper in more demand and higher in value, Singapore m.38 to 38½; Penang m.35 to 35½; White m.68 to 76.

EXCHANGE.—London, three months, m.20.31 money, to 20.37 account, per £.

## STOCKS AND SHARES.

The apathy in speculative transactions has made further progress during the last week. Neither the enlargement of the British squadron in the Besika Bay, nor rumours about an occupation of Serbia by Austria, nor the success of the Turkish army in Asia had any remarkable influence, and all dealers have shown such a want of confidence as can only find its foundation in the prolonged march of the war, and the thus resulting uncertainty of further politics.

July 17.

	Money.	Account
Imperial German Loan ... ..	95½	95½
Hamburg Railway Loan of 1868 ... ..	101½	—
Hamburg Loan of 1870 ... ..	105½	—
Do. do. 1875 ... ..	95½	95½
Hamburg Premium Loan of 1866 ... ..	—	116½
Hamburg Premium Obligations of 1846 ... ..	287	—
Norddeutsche Bank ... ..	128½	128½
Vereinsbank ... ..	118½	—
International Bank ... ..	73½	73½
Commerce and Discount Bank ... ..	99½	99½
Do. do. 2nd issue ... ..	—	99
Hamburg American Packet Company ... ..	51½	—

## SHIPPING.

The trade on the river during the last week has not been so active as the week before, but in regard of the season still sufficient as to allow of no complaint. Of arrivals from the Far East we can report the Nouveau Nomade, Guere, from Malden Island; Sumatra, Kearn, from Akyab; Daniel, Jaspersen, from Rangoon. Of departures we can name, Louise Georgine, Gosau, for Singapore. At Bremen are arrived, Etha Rickmers, Hess, from Rangoon; Marie Louise, Schmidt, from Bassein, and Lillian Morris, Jasker, from Rangoon. In vessels on the berth no alteration has taken place. Freight rates are still low and cargo scarce; steam is procurable to China at 40s., and 10 per cent., and 40s. in full, but even far inferior rates are said to be accepted. Sailing vessels are loading at 20s. to 25s. and 5 per cent.

### HOLLAND. (FROM OUR OWN CORRESPONDENT.)

AMSTERDAM, JULY 18.

Some of the Liberal papers are continuing day after day to demonstrate the necessity for the resignation of the Heemskerk Cabinet; but up to this moment nothing transpired from which it may be concluded that it is the wish of the Premier to be indulgent for this advice. We even may suppose the contrary, because it was announced semi-officially that his answer to the "Section Report" about the Lower Class Instruction Bill will reach the Second Chamber within a very short time. It, indeed, seems to be the intention of Mr. Heemskerk to deal with this ticklish subject before leaving the office.

We hear very bad news from our cotton districts. Some manufacturers stopped payment, others ceased to work during one or two days a week; whilst other owners closed the doors. The general complaint is that there are no orders to execute; the trade has come to a standstill. On the Bourse an unparalleled inactivity prevails, whilst money remains very cheap, so that every amount can be obtained at 2 per cent. against securities. Under this state of things the middle class suffers the most.

The Emperor of Brazil has been for some days the guest of our country. He and his wife arrived last Saturday at the Hague, where they were received by Prince Henry. To-day they visit our beautiful International Exhibition. The Prince of Orange, who made a trip to Darmstadt, returned to the Royal residency. I am glad to state that the deafness by which Prince Alexander suffered is much better now. The King resides in Zurich; it is said that he will not return before the opening of Parliament.

Much uneasiness prevails amongst our students, because the Minister Heemskerk has the intention not to finish with the vacancies before the 1st of October, the day on which the new Academical Law enters into force. Several young men who wished to graduate before the introduction of the new law are very much disappointed by this measure, which is severely condemned in the papers.

The law-suit, which was opened by the owners of the vessel Phoenix, which was seized several months ago on the Scheldt, has at last been finished. The Court at the Hague asserted that the State was quite right by seizing this vessel; and the owners leave off to make an appeal on the High Court. The question is thus decided.

The one hundredth general annual meeting of the Dutch Society to Promote Industry was opened last Wednesday, at Haarlem, in a most solemn manner.

From the 18th of June till the 14th of July, the examinations took place of students who wished to be appointed as Java functionaries. There were 61 candidates, 48 had a success, of which 13 made their studies at Leyden, 35 at Delft. There is only place for a very small quantum.

A prospectus of a loan of f.900,000 has been set in circulation to provide Amsterdam with a dry dock. Messrs. A. A. Bienfait, J. Boissevain, P. E. Tegelsberg, and G. A. Tindal are the promoters. Five-eighths of the capital wanted is already subscribed for; the remaining three-eighths will be offered to the public on the 24th inst.

It is with much regret that we have heard the sudden death of Mr. J. C. van Lier, editor of the *Bat Handelsblad*. Due honour was paid to him by our press.

#### PRODUCE MARKETS.

A dull tone prevails in our markets for Colonial Produce; rather no business was done.

COFFEE looks very healthy, but the transactions were limited to a few lots of private import, which changed hands at full prices.

TEA.—A small lot of 59/4 chests Souchong Tjiadjang (Java) changed hands at prices that did not transpire.

RAW SUGAR without any demand. The greatest dullness prevails for this article. The transactions in refined Sugar are very limited, and this checks business.

TOBACCO (Java).—The trade is waiting for the result of the private tenders, which will take place in the last days of this month. Sales were 527 bs. G. Kidoel, 648 bs. K.P.S., and 49 bs. Sumatra Deli D.R. The stock includes 36,935 bs. Java, 4,472 bs. Sumatra, 3,400 bs. Manila.

COTTON looks very dull; buyers and sellers are not inclined to operate.

SPICES have met with a good demand, especially Nutmegs for export. Mace enjoyed a good demand at firm prices. Cloves were very dull.

RICE (Uncleaned) met with a regular demand, and several floating cargoes changed hands. In Cleaned a good business was done. For Japan sorts higher prices were paid.

RATTANS 200 pic. ex Nelly, 150 pic. ex Prins Hendrik, and 80 pic. ex Voorwaarts changed hands.

JAVA INDIGO.—A regular trade took place; about 120 chests were sold. The stock includes 3,846 chests.

TIN looks very dull. It was impossible to find buyers. The statistics are very unfavourable. Banca was nominally quoted at f.42; loco Billiton at f.40½.

HIDES without anything particular to mention. The trade is waiting for some important lots, which will be brought into the market.

#### STOCKS AND SHARES.

Dutch Two-and-a-Half per Cent., 64½; do. Three per Cent., 77½; do. Four per Cent., 100½; Dutch Trading Company, 101½; Netherlands-India Trading Bank, 123½; do. (Obligations) Five per Cent., 104½; Netherlands Bank, 328; Rotterdam Bank,—; Amsterdam Bank, 84; Java Bank, 200; Java Gas Company,—; Steam Company "Java" (Shares), 49½; do. (Obligations) Five per Cent., 96½; do. "Nederland" (Shares), 88; do. (Obligations) Five per Cent., 102½; Dutch India Railway Shares, 98½; do. 1869 (Obligations) Four-and-a-Half per Cent., 102; do. 1874 (Obligations), Four-and-a-Half per Cent., 101.

#### SHIPPING.

ARRIVALS.—July 4, at Nieuwe Diep, from Bassein, Argo; 13, at Nieuwe Diep, from Batavia, President Trakanen; 16, at Ymuiden, from Macassar, Noah I.; from Banjoewangie, Ocean.

DEPARTURES.—July 13, from Nieuwe Diep, for Batavia, Voorlichter.

## Monetary and Commercial.

The following are the latest quotations of Banking and other Companies connected with the Far East:—Agra Bank, 10½ to 11½; Chartered Bank of India, 21 to 22; Chartered Mercantile Bank, 28 to 29; Comptoir D'Escompte, f.678½; Hong Kong and Shanghai Bank, 32 to 34; Oriental Bank, 44 to 45; P. and O. Company, 37 to 39; Messageries Maritimes, f.612½; Suez Canal, f.665; Japan Loan 9 per cent., 109 to 112; ditto, 7 per cent., 99 to 101; China Loan, 103 to 105.

The tone of the Tea market is slightly ameliorated on what was reported last week, there being more buyers than sellers at the low range of value for the commoner kinds. Finest teas, however, on account of their scarceness, are readily picked up at full rates, viz., 2s. 5d. to 2s. 8d. The trade being satisfied that the Foochow teas are exceptionally poor, there has been more disposition to look at black leaf. Importers generally are far less inclined to quit their parcels, and a reaction has apparently set in from the panic-stricken haste which characterised the opening of the market. The sales yesterday comprised only 2,800 packages of new season's Kaisow, which realised perceptibly better rates than those obtainable by private contract, in consequence of being sold in small parcels. The lowest quotation for Hankow teas was 11d., and for red-leaves 9½d.

For the week ended the 14th inst. the total quantity of tea delivered from the bonded warehouses in London was 3,768,316 lbs., or an increase of 6 per cent. as compared with the preceding week, when the total was 3,555,002 lbs. Of the former total 2,236,436 lbs. was for home consumption, 831,990 lbs. was exported, 647,443 lbs. was removed coastwise, 49,330 lbs. was sent coastwise for exportation, and 3,117 lbs. was for ships' stores. During the same period £55,911 was received as duty, as against £56,436, a decrease of close upon 1 per cent.

There have been some unimportant sales of silk at about the rates reported by last mail; but the market does not show any signs of rallying, owing in a great degree to the unsettled aspect of political affairs on the Continent generally, and specially in France.

In the Produce Markets an inactive tone continues to prevail, and prices have exhibited little variation. Coffee continues in limited supply, and quotations of both Plantation and Native Ceylon have advanced. Sugar is still very quiet; there have been small sales of Penang and China in auction. Floating cargoes of Rice have continued in active request, and a further advance has been paid. The speculative demand for Black Pepper has ceased, and the market for both Black and White is flat. Japan Wax is lower. Spices have been quiet. Gambier has been in active request, and has advanced in value. Tin continues to decline, Straits being quoted £67 per ton. Other articles are without alteration.

The Coupons on the Six per Cent. Debentures of the Eastern Extension, Australasia, and China Telegraph Company, Limited, will be paid at the Consolidated Bank, Threadneedle-street, on and after the 1st prox.

Messrs. J. Henry Schroder and Co. announce that the half-yearly interest on the Imperial Government of Japan Customs Loan for £1,000,000, due on the 1st prox., will be paid on and after that date at their counting-house.

The report and accounts of the Eastern Agency, of which a summary was given in our last, was duly passed at the meeting on the 17th inst.

The subjoined changes in mercantile firms have been notified:—Mr. Charles Cooper has taken over the London business of Messrs. J. B. Swasey and Co., of Talbot-court, Gracechurch-street, and being joined by his brother Mr. Alexander Cooper, will carry on the business of American and general merchants, under the style of Cooper and Brother. Messrs. J. B. Swasey and Co. announce that their business in Boston, U.S.A., and Melbourne, Australia, will be carried on as heretofore. Mr. A. H. Young and Mr. A. Nixon have commenced business as coffee, tea, and colonial commission merchants, at 36, Mark-lane, under the style of Young and Nixon. Messrs. E. Norton, Harper and Sons, accountants, of 2, Cowper's-court, have taken into partnership Mr. H. E. Harper.

Tenders for £265,000 in bills and telegrams on India were received on the 18th inst., at the Bank of England. The amounts allotted were:—To Calcutta, £193,950; Bombay, £60,050; and Madras, £11,000. Tenders on Calcutta and Madras for bills and telegrams at 1s. 8 15-16d. will receive in full. On Bombay, at 1s. 8½d. for bills, about 50 per cent. An increased demand for remittances is indicated in these figures.

In the market for Bar Silver there was considerable activity in the early part of the week, and some amount was sold at 54½d. and 54½d. per oz. standard, but the inquiry is less marked at the close, 54½d. per oz. standard being the nearest quotation. Mexican Dollars are without change, at 54½d. per oz.

#### DOCUMENTARY AND PRIVATE BILLS.

	60 d/s.	30 d/s.	Demand.
Colombo	1/8½	1/8½	1/8½
Singapore	3/10 to 3/10½	3/10½ to 3/10½	3/10½ to 3/10½
Hong Kong	3/10 to 3/10½	3/10½ to 3/10½	3/10½ to 3/10½
Shanghai	5/2½ to 5/2½	5/2½ to 5/3	5/3 to 5/3½



## BULLION QUOTATIONS.

Bar Gold	...	77s. 9½d.	—	per oz.
United States Gold Coin	...	76s. 3¼d. to 76s. 3¾d.	—	per oz.
German Gold Coin	...	76s. 3¼d.	—	per oz.
Bar Silver, Fine	...	4s. 6¾d.	—	per oz. std.
Bar Silver contg. 5 grs. Gold	...	4s. 6¾d.	—	do.
Mexican Dollars	...	4s. 6¼d.	—	per oz.

## EXPORT OF SILVER TO CHINA AND THE STRAITS SETTLEMENTS.

Year.	China.	Straits.
1874	£1,658,855	£1,484,851
1875	723,894	870,120
1876	1,273,757	768,461
1877 to date	1,404,506	913,793
FROM MARSHILLES.		
1877 to date	£20,000	—

## ARTICLES OF IMPORT.

## TEA.

Messrs. W. J. and H. Thompson's Circular says:—Further arrivals have taken place, and there has been a fair demand for the better classes of Moning Congous, and the improvement in price noticed in our last has been maintained for these. Foochow kinds have been neglected, and the few sales made privately, as well as at auction, show a fall of 1d. to 2d. per lb. against the first sales made ex Glenearn. Foochow Congou: At the auctions held on the 13th, fair, of New Season's, sold at 9½d. to 1s. 1d., showing a sharp reduction upon the first day's sales. Since then, further auctions have taken place, and fair Sayunes have sold at 11½d. to 1s. 1½d. Privately, there has hardly been anything doing. Pakings: Medium to good have sold slowly at 1s. 4d. to 1s. 6d. per lb. Green Leaf Congous: The demand has been fair for good to fine at 1s. 6d. to 1s. 10d. per lb.; and finest, 2s. 2d. to 2s. 5d.; extra fine, in small parcels, at 2s. 6d. to 2s. 8d.; fair to medium, 11d. to 1s. 4d., sell slowly. Tayshans: Common to fair, 9½d. to 1s. Scented Teas: Good common, 11½d.; fair, 1s. to 1s. 2d.; medium to good, 1s. 3d. to 1s. 6d. per lb. Green Teas: At the auctions extremely low rates rule for all classes.

	1877.	1876.
The United Kingdom stock on the 30th June, 1877, was estimated at	65,500,000	57,500,000
Cargoes of vessels arrived up to date, but not included in the above stock, with portion of other cargoes only partially included	19,000,000	19,250,000
Export of New Season's Tea from the whole of China, on the water, to 10th July, is estimated at about	46,000,000	49,780,000
	130,500,000	124,500,000

## SILK.

The tone of the market has slightly improved, and although only a moderate business has been done, prices of Chinas and Japans have advanced from 6d. to 1s. per lb., while those of Cantons have remained stationary. The deliveries are still disappointing, being—from 1st to 18th inst. inclusive, China, 997 bales; Canton, 204 bales; Japan, 193 bales; Bengal, 29 bales. Total, 1,423 bales.

## LONDON QUOTATIONS.

CHINA.		
Tasles, No. 1	...	31s. 0d. to 22s. 0d.
" No. 2	...	20s. 6d. to 21s. 0d.
" No. 3	...	20s. 0d. to 20s. 6d.
" Red Peacock	...	17s. 6d. to 19s. 0d.
Yuenfa and Hainan, Nos. 1, 2, and 3	...	17s. 0d. to 21s. 0d.
Tayshan Keying, Nos. 1, 2, and 3	...	14s. 6d. to 20s. 0d.
Long Reel	...	11s. 0d. to 14s. 0d.
Canton	...	11s. 6d. to 17s. 0d.
Chinese Thrown	...	14s. 0d. to 17s. 0d.
JAPAN.		
Maibash and Sinchu, Nos. 1½, 2, and 3...	...	17s. 6d. to 24s. 0d.
Idah, (None)	...	17s. 0d. to 19s. 0d.
Sodai, No. 2	...	16s. 0d. to 19s. 0d.
Oshu, Nos. 1, 2, and 3	...	14s. 0d. to 16s. 0d.
Amatsuki	...	19s. 0d. to 20s. 0d.
Kakidah	...	13s. 0d. to 15s. 0d.
Hatcho-ges...	...	...

COFFEE.—Supplies at public sale have been less extensive, and towards the close decidedly small, and with a good steady demand prices have been well sustained, whilst coloury kinds, which are becoming scarce, have sold at a further advance. Plantation Ceylon has been taken off readily at an advance of 1s. for low middling to 2s. for real coloury, but small sizes are unchanged; middling closing at 107s. to 108s. Native Ceylon has advanced to 87s. for good ordinary. The closing prices are, Plantation, triage 80s. to 93s., common grey to fine small 94s. to 100s., low middling 103s. to 106s., middling at 106s. 6d. to 108s. 6d., good middling to fine middling 109s. to 113s., bold 114s. to 121s., pea-berry 107s. to 114s. 6d.; good ordinary Native Ceylon, 86s. 6d. to 87s. The sales of other East India have been, 378 bags Singapore, Bally kind at 74s. 6d., good greenish Bonthynne at 82s. 6d. to 83s., bold brownish Campar at 83s., and 68 bags damaged yellow Manila at 91s. per cwt.

CORRIN.—There has been a complete absence of animation, and in the London market business has been on a very reduced scale, at the same time holders have not pressed sales, and prices are only slightly cheaper, and in some instances scarcely changed from those given a fortnight ago. The closing prices on the spot are:—Tinnivelly 5-16d. 5½d., fair to good; Western Madras 4½d. to 5½d., middling fair to good; Coconada 5½d., good fair; Bengal 4½d. to 5d., fair to good.

CHINA STRAW PLAIT.—At auction 258 bales again went off quietly, and only about 100 bales White found buyers as follows:—Coarse

wide, &c., £7 15s. to £9 15s.; good middling, £15; cord edge, £20 5s. to £21 15s.; Tientain sort (damaged), £8 10s. to £13 10s. per bale.

CUTCH.—Small sales of flag B.B. have been made at 24s. per cwt. In public sale 1,456 half-boxes Pegu in paper were bought in at 27s. 6d. per cwt.

COCOA-NUT OIL continues firm; good to fine Ceylon is quoted £42 to £43, Ceylon in pipes £37 15s. to £38 per ton.

CIGARS.—2 cases Manila "Nuevo Habana" sold at 4s. 6d. to 5s.

FEATHERS.—At auction 259 bales and cases China Duck and Poultry were bought in, 4d. to 1s. 7d., except 10 packages, which sold at 6d., Down 3s. per lb., and a few lots since.

GAMBER.—An active demand has prevailed for arrival, resulting in sales to the extent of about 1,500 tons, May to August shipment, at 21s. ex ship, all faults. Privately 70 tons on the spot have been sold at 20s. 9d., all faults. Cube continues in good supply, and at auction 821 bales and 1,194 mats free were bought in at 28s. to 29s., except about 200 packages damaged, which sold, 1st class at 26s.; 14 bags broken cubes sold at 19s. to 22s. per cwt.

GUM COPAL.—74 cases Manila bought in, blocky to fair 24s. to 26s. per cwt.

GUM DAMAR.—Of 188 cases offered 20 cases fine pale Batavian sold at 75s., and 15 cases Singapore rather dark at 70s. to 70s. 6d. per cwt.

HEMP.—The market for Manila remains in a quiet state, but prices are without change; little business has been done privately, and at the periodical public sales 155 bales Manila were bought in at £30.

JAPAN WAX.—In public sale 528 boxes were bought in, bold saucer at 45s., except 179 boxes stained squares, which sold with all faults at 41s. to 41s. 6d. per cwt., being 2s. to 3s. lower.

PEPPER.—Black: The market is dull, and the recent advance is barely sustained; in auction 2,494 bags met few offers, and were nearly all bought in; of 1431 bags Singapore 160 bags sold, fair at 3½d., good bright at 3½d. to 3¾d., the remainder bought in at 3¾d. to 3½d., also 794 bags Penang at 3½d., except 60 bags low, which sold at 3½d. White: The large supply of 1,161 bags at auction met less demand, and only a small part sold at previous rates, 833 bags Singapore nearly all bought in, brownish to find bold at 6½d. to 7d., only 40 bags being sold, good bold at 6½d.; of 328 bags Penang 150 bags sold at 6d. Since the sale 100 bags good Singapore have been sold at 6½d. per lb.

PEARL TAPIOCA.—342 bags medium sold steadily at 19s. to 19s. 6d.

PLUMBAGO.—At auction 326 barrels Ceylon met a moderate demand, and barely 100 barrels sold, selected lump at 17s. 6d. to 18s. 3d., good small ditto 16s. 3d., fine bright chips 12s. 3d., fair to good dust 8s. 3d. to 9s. 6d. per cwt.

RICE.—Continued activity has prevailed for floating cargoes, and further sales of good extent have been effected, the bulk consisting of Bassein at full rates to a further slight advance. Twenty-two floating cargoes have been sold, viz.:—The Talismano, 1,284 tons Rangoon, off coast, at 10s.; the Blanche Maude, 954 tons Rangoon, also at 10s.; the Oregon, 1,301 tons Bassein, off coast, at 10s. for Continent; the Georgina, 923 tons Rangoon, April sailing, at 10s. 3d.; the Marmion, 1,050 tons Bassein, late March sailing, at 10s.; the Dolbadern Castle, 1,400 tons Bassein, April sailing, at 10s.; the Lioness, 815 tons Bassein, April sailing, at 10s. 0½d.; the Speculant, 808 tons Bassein, March sailing, at 10s. 0½d.; the Orskar, 623 tons Necransie, April sailing, at 9s. 10½d.; the Sarah & Emma, 1,500 tons Rangoon, April sailing, at 10s. 3d.; the Janet Court, 1,360 tons Bassein, April sailing, at 10s. 1½d.; the Atalanta, 833 tons Necransie, off coast, at 9s. 7½d. ex ship London; the Carmelina, 1,198 tons Rangoon, May sailing, at 10s. 6d. open charter; the Araby Maid, 1,194 tons Ngakyouck Rangoon, March sailing, at 9s. 9d. open charter; the Ravenscraig, 1,637 tons Ngakyouck Rangoon, April sailing, at 10s. open charter; the Massimo d'Azeglio, 881 tons Necransie, end of March sailing, at 9s. 9d. open charter; the Sindbad, 888 tons Rangoon, March sailing, at 10s. 1½d.; the Svea, 1,157 tons Necransie, May sailing, at 10s. 1½d.; the Francesca, 665 tons Moulmein, March sailing, at 10s. 3d. for Continent; the Vesta, 969 tons Bassein, March sailing, at 10s. 1½d. open charter; the Teekalat, 960 tons Necransie, off coast, at 9s. 6½d., and the Gravielle, 655 tons Necransie, March sailing, at 9s. 7½d. On the spot 6,000 bags Ngakyouck Rangoon have been sold at 9s. 9d., a cargo of 6,000 bags new Bassein, just arrived, has been sold at 10s. ex ship, and for arrival 120 tons Ballam at 11s. 3d.

SAGO.—The demand is moderate, and of 838 bags offered in public sale only 330 bags found buyers, consisting of good bright small at 17s. to 17s. 3d., being the full value, the remainder medium bought in at 18s. 6d. to 19s.

SAGO FLOUR.—500 bags have been sold at 1½s. short prompt.

SAPANWOOD.—8 tons Manila partly sold, damaged at £4 2s. 6d. per ton.

STICKLAC.—1 case Saigon bold woolly kind sold at 49s. per cwt.

SPICES.—Cloves: The market is quiet, and in auction 9 cases good Penang sold at 2s., being also lower; 16 bags low Singapore were bought in at 1s. 4d. Nutmegs: 43 cases Penang went off slowly, and only 15 cases sold at easier rates, average 74 nuts to the lb. at 3s. 9d. to 3s. 9½d., 75s. at 3s. 8d. to 3s. 9d., the remainder bought in, 110 to 118s. at 2s. 4d. to 2s. 5d. Mace: Of 3 cases Penang 2 cases fine bold bright sold steadily at 2s. 9d., 15 boxes ordinary red Java bought in at 1s. 9d. per lb.

SUGAR.—The market has continued flat, and the supplies at public sale have been only partly disposed of at easier rates, whilst little business has been done by private contract. On the 13th inst., in auction 1,257 bags European Penang sold, ordinary brown sold at 22s. 3d., 600 bags good Native were withdrawn. Privately 3,500 bags China sold at 22s., and 100 tons ditto at 19s. On the 17th, in auction 1,610 bags European Penang were nearly all sold at steady rates, good ordinary to good brown at 22s. 6d. to 23s. 6d., fine at 24s.; 1,813 bags China were all bought in, brown at 19s. 6d., good and fine yellow clayed at 25s. 6d. to 26s.

TAPIOCA.—1,789 bags Singapore went off slowly at about previous rates, and barely 800 bags sold, ordinary small to fair at 2½d. to 2½d., good at 2½d. 35 bags grey Penang sold at 2½d. to 2½d.

**TIN.**—The market has been quite devoid of animation, and prices have continued to rule in favour of buyers. Sales of Straits have been unusually limited, and prices show a further slight decline. Quotations are Straits on the spot, and afloat £67. Banca £72 10s., Billiton £69 per ton. The Dutch Trading Company have announced their public sale of 23,000 slabs of Banca at Amsterdam for the 31st instant.

**TOBACCO.**—121 bales China Leaf sold at 4½d., 33 bales ditto damaged 3½d. to 4d., ditto repacked ½d. to 1½d., 260 bales Japan 5½d. to 9½d., 10 bales ditto damaged 5½d. to 8½d.

## ARTICLES OF EXPORT.

### MANCHESTER GOODS.

On the 18th inst. the Market showed no departure from the position reported on the previous day. On Thursday there was rather more inquiry for some special makes of Grey Goods, but without leading to much business, the offers being on too low a scale. Since then there has been an improvement in the general demand, and full prices paid where business resulted. As a rule, however, producers are asking higher prices than buyers are willing to pay, consequently, the transactions continue to be of only limited extent. The tendency at the close was towards higher prices.

### QUOTATIONS.

		s.	d.	s.	d.
Grey Shirtings	38½-39 in.	7 lbs.	5 2½	to	7 6½
Do. do.	44 45 in.	7 lbs.	6 1	to	8 8½
Do. do.	44 45 in.	7 lbs.	6 6½	to	7 9½
Do. do.	44 45 in.	8 lbs.	6 10	to	8 8½
Do. do.	44 45 in.	9 lbs.	7 10½	to	9 8½
Do. do.	50 in.	10 lbs.	9 1½	to	10 8½
Grey T-Cloths	32 in.	6 lbs.	4 2	to	4 11
Do. do.	32 in.	7 lbs.	4 8	1-16	5 8 1-16
Do. do. (Mexicans)	32 in.	7 lbs.	5 3	9-16	6 11 1-16
Do. do.	36 in.	8 lbs.	6 13-16	to	7 9 13-16
Madapolams	32 in.	2½ lbs.	2 2 11-16	to	2 6 11-16
Grey Jacquets	32 in.	2½ lbs.	2 7½	to	2 8 17-32
Grey Drills	30 in.	14 lbs.	8 6½	to	11 3½
Grey Jeans	30 in.	6 lbs.	6 10½	to	8 7½
White Spot Shirtings	36 in.	9	6		
Brocade do.	36 in.	9	9		
Damasks	36 in.	16	8½		
Water Twist (China quality)	16-24	0	10½	to	0 10½
Do. do.	24-32	0	11½	to	0 11½
Do. do. (Mock)	35-42	0	11	to	1 0

### METALS.

**IRON.**—Welsh: Rails, £5 10s. to £5 15s.; Bars, £5 15s.; Staffordshire Best: Bars, £7 10s. to £8; Nail Rods, £7 5s. to £8; Hoops, £7 15s. to £9 15s.; Sheets, £9 10s. to £12; Scotch Pig, No. 1, £2 14s. to £3 4s.; Swedes, Bars, Hammered, £11 to £12; Swedes, Steel in kegs, ½ and ¾ in., £16 10s.

**YELLOW METAL.**—Sheets, 4 by 4 ft., 7d.; Sheathing and Rods, 7d. per lb.

**TIN.**—English Refined, £75. Tin Plates: Charcoal IC, per box, 22s. 6d. to 28s.; Coke, 18s. 6d. to 22s.

**LEAD.**—WB, £21 5s.; do., other brands, £20 to £20 7s. 6d.; Spanish soft, ex ship, £19 17s. 6d. to £20; Sheet, £21 5s. to £21 15s.; Shot (kegs extra), £24 10s.; White do., £28.

**SPELTER.**—Silesian, £19 10s. to £19 15s.

**QUICKSILVER.**—In bottles of 75 lbs. each, £7 5s.

## Shipping Intelligence.

### ARRIVALS.

Date.	Ship.	Captain.	From	At
July 10	Einar Thambarskjelver	Meling	Akyab	Bordeaux
11	Daniel	Jespersen	Rangoon	Hamburg
11	Sumatra	Karran	Akyab	Do.
11	Arao	Edstrom	Rangoon	Texel
11	Maria Louise	Schmidt	Bassin	Bremen
12	Etha Rickmers	Hess	Rangoon	Do.
12	Lord of the Isles (s.)	Cowie	Java	Helvoet
12	M. A. Dixon	Corner	Swatow	London
14	Vauban	Gaie	Rangoon	Liverpool
14	Emily A. Davies	Davies	Cheribon	Falmouth
14	Junio	Rasmussen	Maulmain	Antwerp
14	Syren	Thomas	Do.	Panillac
14	Deucalion (s.)	Brown	Shanghai, &c.	London
15	Yvonne et Marie	Gaston	Akyab	Do.
15	Devana	May	Kobe	Falmouth
15	Alku	Gustafsen	Akyab	Do.
15	Teekaleet	Tracey	Do.	Do.
15	Astoria	Potter	Bassin	Do.
15	Piemonte	Capellino	Akyab	Antwerp
15	Kolja	Kjolaeth	Singapore	New York
15	Korsor	Grove	Hong Kong	Do.
16	Ocean	Kramer	Banjoewangie	Ymuiden
16	Noach I.	Kruij	Macassar	Do.
16	Wm. H. Dietz	Endicott	Hong Kong	San Francisco
16	Brinkburn Priory	Byndon	Bassin	London
16	Orione	Schiavino	Rangoon	Liverpool
16	Ravenna Padre	De Andreis	Do. for Bremen	Falmouth
17	Wilhelmine	Keller	Do. do.	Do.
17	Convenuti	Bozzo	Do. do.	Do.
17	Marmion	Hews	Bassin	Do.
17	Zelin	Fatey	Sourabaya	Do.
17	Haugesund	Rasmussen	Rangoon	Plymouth
17	Talismano	Oneglio	Do.	Liverpool
17	Renfresshire	Beattie	Akyab	Queenstown
17	Imperator	Carlsen	Rangoon	Falmouth
17	Appennino	Corziglia	Akyab	Do.
18	France	Villeumoras	Rangoon	Do.
18	Oxford	Withers	Do.	Queenstown
18	Braemar Castle (s.)	Avies	Hankow	London
18	Star of China	Blaker	Hong Kong	Do.
18	Kelso	Powell	Singapore	Do.
18	Hesperia	Billott	Do.	Do.

### DEPARTURES.

Date.	Ship.	Captain.	For	From
July 2	Hattie N. Bangs	Bangs	Hong Kong	New York
3	Ceylon	Kelly	Yokohama	Do.
3	Sumatra	Cloagh	Hong Kong	San Francisco
3	Baly	V. Rey	Samarang	Rotterdam
10	Nagara	Wischhausen	Hong Kong	Cuxhaven
12	Louise Georgiane	Goson	Penang	Hamburg
12	Marathon	Halliday	Singapore	Cardiff
12	Enrie Morella	Sturiese	Do.	Do.
12	Estrella de Chile	Rolo	Do.	Do.
12	Loyola	Gradoqui	Batavia and Manilla	Liverpool
15	Terdimand	Westgaard	He. Kz. via Cardiff	Do.
15	Voorlicter	De Willigen	Batavia	Texel
15	Jessie Jameson	West	Hong Kong	Cardiff
15	Yorshire (s.)	Lawley	Penang, &c.	London
14	Silurian (s.)	Collings	Batavia	Do.
14	Quarta (s.)	—	Singapore	Penarth
14	Boston Vale	Anderson	Amoy	Newport
14	Abernethy	Condon	Hong Kong	Liverpool
16	Margaret Knight	Seabrook	Macassar, via Cardiff	Do.
16	Times	Morie	Singapore	Cardiff
17	Madagascar (s.)	Tium	Penang, &c.	London
17	Loudoun Castle (s.)	Marshall	Singapore, &c.	Do.
17	Globe	Harrison	Cama	Antwerp
18	Carl Ritter	Jansen	Hong Kong	Cardiff
18	Antenor (s.)	Jones	Penang, &c.	Liverpool

See Shipping Postscript and Correspondents' Letters.

### PASSED SUEZ CANAL.

Date.	Steamer.	From	For
July 14	Hesperia	Hamburg	China
17	Celebes	Southampton	Batavia

### SPOKEN.

P.Q.M.L. (Dutch ship), Java to Amsterdam, April 20, 31 S., 33 E.  
 ANERFOYLE, Maulmain to , April 17, 1 S., 86 E.  
 W.T.P.J., Rangoon to Plymouth, April 19, 4 S., 87 E.  
 ERYXOME, Rangoon to Falmouth, June 6, off Cape St. Francis.  
 MARIS STELLA, Cardiff to Singapore, June 1, 3 N., 26 W.  
 P.J.K.H. (Eng. barq.), London to Shanghai, July 4, 14 N., 26 W.  
 J.S.I.N. (Amer. barq.), New York to Java, June 26, 7 N., 26 W.  
 A RUSSIAN (barq.), Cardiff to Singapore, May 5, 8 N., 25 W.  
 H.C.G.Y. (Brit. barq.), Cardiff to Hong Kong, May 11, 3 N., 24 W.  
 FORTUNA, Rangoon to Hamburg, June 24, 28 N., 37 W.  
 HESPERIA, Rangoon to London, July 6, 43 N., 27 W.  
 PETRONELLA CATHARINA, Batavia to Falmouth, June 22, 28 N., 37 W.  
 DOXFORD, Rangoon to Cork, June 16, 12 N., 27 W.  
 UXTONIA, Amsterdam to Sourabaya, June 5, 7 S., 30 W.  
 THERESE, Rangoon to Bremen, June 24, 28 N., 37 W.  
 WOODVILLE, Hamburg to Hong Kong, June 10, 5 N., 24 W.  
 H.K.P.N. (Swed. ship), Rangoon to Falmouth, June 2, 22 S., 53 E.  
 CORFA, Liverpool to Batavia, 1 S., 22 E.  
 GEBROEDERS SMIT, Newcastle to Sourabaya, June 1, 2 N., 25 W.  
 STAR OF CHINA, Hong Kong to London, July 8, 42 N., 29 W.  
 CONCORDIA, Rangoon to London, May 28.  
 EARL DERBY, Rangoon to London, May 28.  
 GOATFELL, Rangoon to London, May 28.  
 RAVENSCRAIG, Rangoon to London, May 28.  
 REMUS, Cardiff to Manila, June 16, B.N. 22 W.  
 K.L.F.W. (Fr. barq.), Bassin to Marseilles, June 22, 15 N., 36 W.  
 T.H.D.N. (ship), Hong Kong to London, July 2, 35 N., 34 W.  
 MINDIN, Akyab to St. Nazaire, same day.  
 H.S.B.W. (barq.), Rangoon to London, May 26, 9 S., 14 W.

### CASUALTIES.

NANTES.—July 16, telegrams from Aden announce that the Mei-kong (str.) has parted in two, and that everything on board has been pillaged.

NIEUWE DIEP.—July 17, the Norwegian ship Oregon, Captain Bentlich, Bassin to Bremen, with rice, stranded on the Haaks, and was abandoned, but was brought off and taken into harbour by salvors and tug-boats, little leaky; no damaged cargo expected. July 18, after inspection the Oregon is found to be badly strained, and too leaky to proceed to Bremen; reshipping of cargo is advisable. One of the crew was drowned.

CAPE TOWN.—June 19, the August Friedrich, Moll, having completed repairs, is ready for sea. The damaged cargo not having met expenses, tenders are asked for £1,200 on bottomry of ship and cargo. —By telegram dated Madeira, July 14, the Norwegian barque Vega, Hamburg to Hong Kong, has put in with loss of stanchions and bulwarks. The Norwegian ship Guldbringa, from Akyab to Flensburg, put in June 23, with rudder damaged, and leaking forward. She has been surveyed and part of her cargo will have to be discharged.

BOMBAY.—July 16, Ajax (British str.), from China to London, has put in here with shaft broken.

MAURITIUS.—June 21, the Cornelia, from Banjoewangie for Rotterdam, which put in here on May 29, damaged through heavy weather off the Cape of Good Hope, is receiving a new rudder, and has been caulked above the copper without discharging. The Jane Woodburne, from Swatow to Falmouth, which put in here on June 12, had experienced heavy gales, and jettisoned fifty tons cargo. Her upper works being strained, she is to be caulked from copper to copper, and have a few defective stanchions replaced. She will discharge sufficient cargo to lighten.

### MISCELLANEOUS.

CAPE CARVOEIRO.—July 15, passed, Madura (str.), Batavia for Nieuwe Diep.

NAPLES.—July 14 and 15, arrived and proceeded, Prinses Amalia (str.), Batavia for Nieuwe Diep.

GIBRALTAR.—July 16, passed, Agamemnon (str.), Liverpool to Penang, &c.; 17, Hankow (str.), China for London.

MALTA.—July 13, sailed, Torrington (str.), Batavia for Rotterdam.

CAPE TOWN.—June 12, sailed, Cape City, for Guam; Blackwall for Anjer.



**TABLE BAY.**—June 18, sailed, Randolph for Guam.  
**RIO DE JANEIRO.**—June 10, sailed, Alsen; 16, Eyvor; 19, Iron Age, all for Batavia.

## LOADING.

**At LONDON.**—STEAMERS VIA SUEZ CANAL.—For Singapore, Hong Kong, and Shanghai: Glenegles, Glenartney, Braemar Castle. For Penang, Singapore, Hong Kong, and Shanghai: City of Limerick. For Penang, Singapore, Hong Kong, Yokohama, and Hiogo: Strathairly.

**SAILING VESSELS.**—For Yokohama and Hiogo: Evelyn, Bertha Marion. For Shanghai: Titania, Rutlandshire, Mikado. For Hong Kong: Felix Mendelssohn, Falcon. For Batavia, &c.: Ocean Beauty, Frida Lehment. For Singapore: Star of the South, Mercur. For Penang: Asterope.

**At LIVERPOOL.**—For Penang, Singapore, Hong Kong, and Shanghai: Ulysses (s.). For Manila: Olanio. For Anjer: Ellen Munroe. For Batavia, &c.: Alice Davies.

**At GLASGOW.**—For Manila: John C. Munro. For Singapore and Penang: Carrick Castle.

**At GREENOCK.**—For Java ports: Cornelia Smit.

## FREIGHTS AND CHARTERS.

*Current Rates of Freight for Vessels on the Berth.*

**Rates for steamers and sailing ships on the berth are very depressed. The new Tea steamers are now busy loading outwards, and the berth abundantly supplied. There is little doing in homeward chartering.**

**Per STEAMERS VIA SUEZ CANAL.**—To Yokohama: 40s. weight, 45s. meat. To Hiogo: 45s. weight, 50s. meat. To Nagasaki: 60s. weight, 65s. meat. To Shanghai: 30s. weight, 30s. meat. To Hankow: 50s. weight, 50s. meat. To Hong Kong: 30s. weight, 30s. meat. To Singapore: 30s. weight, 30s. meat. To Penang: 30s. weight, 30s. meat. To Colombo: 30s. weight or meat. To Batavia: 60s. meat. To Samarang: 70s. meat. To Sourabaya: 70s. meat.

**Per SAILING VESSELS.**—To Yokohama: 30s. weight, 30s. meat. To Hiogo: 30s. weight or meat. To Shanghai: 25s. weight, 20s. meat. To Hong Kong: 25s. weight, 20s. meat. To Singapore: 22s. 6d. weight, 20s. meat. To Penang: 22s. 6d. weight, 20s. meat. To Batavia Samarang, and Sourabaya: 20s. to 25s. weight, 25s. to 30s. meat. To Colombo: 25s. weight, 22s. 6d. meat.

The current quotations for coal, &c., are as follows:—From Wear or Tyne, per keel.—To Yokohama: £30. To Shanghai: £30. To Hong Kong: £25. To Bangkok: 25s. To Singapore: £22. To Penang: £23. To Colombo: £20. To Galle: £13. To Batavia and Sourabaya: £22.

From Newport, Cardiff, or Swansea, per ton.—To Yokohama: 30s. To Shanghai: 30s. To Hong Kong: 27s. 6d. To Manila: 25s. To Singapore: 19s. To Penang, 20s. To Colombo: 22s. To Galle: 20s. To Batavia and Sourabaya: 22s. To Macassar: 25s.

From Birkenhead, per ton.—To Hong Kong: 20s. To Shanghai: 25s. To Singapore: 16s. To Batavia and Sourabaya: 18s. To Galle: 18s.

## GENERAL AVERAGE.

A matter of considerable importance alike to shipowners and owners of cargo has just been before the Divisional Court of Common Pleas. The ship *Rollo*, on a recent voyage from this country to Hong Kong, experienced very bad weather, during which portions of the rigging gave way, and in consequence the mainmast began to lurch violently. The master, being apprehensive that the mast should rip up the decks, and thereby imperil both ship and cargo, ordered the mast to be cut away. Eventually an action was raised by the shipowners against the owners of cargo, which involved the question whether the cutting away of the mast, in the peculiar circumstances of the case, was a subject

for general average contribution. The learned Judge who tried the case asked the jury to decide whether the mast was a wreck, and valueless, and gone, at the time it went over. The jury answered in the affirmative, but immediately a rule was obtained on the ground of misdirection, and that the verdict was against the weight of evidence, the misdirection being that the Judge did not ask the jury whether, if the weather had moderated the mast possibly could have been saved. The motion for a new trial came before Mr. Justice Grove and Mr. Justice Lopes, and they are agreed in opinion that the rule should be made absolute. Their Lordships have held that there was a probability of the storm continuing, in which case the mast would have not broken, but would have gone overboard wholly. The ship would have been torn up, and everything would have been lost. They were of opinion that probably the mast might have been saved if the weather had moderated quickly, which was improbable; and they considered further, that the mast was cut away, not as a mere incumbrance, but for the purpose of preventing its tearing up the ship and sacrificing the adventure. But they thought that, in addition to the question on which the rule had been obtained, the jury should have been asked the further question—whether, at the time the mast was cut away, the purpose was to save vessel and cargo by preventing the mast tearing up the ship, to which the evidence very strongly pointed, or whether it was cut away as wreck, as a mere incumbrance, or lumber. Their Lordships have made the strong observation that the beneficial objects of the doctrine and law of general average would be frittered away if, where a sacrifice was made, as seemed to have been obviously the case here, to save the whole adventure, the sharing of the burden of such sacrifice could be made to depend upon nice questions of probability afterwards discussed as to whether the thing might or might not have been saved. Here, if the mast had gone the ship would probably have gone with it, and the ship was probably saved by the sacrifice of the mast. It would defeat the main utility of general average (added their Lordships) if at a moment of emergency the captain's mind were to hesitate as to saving the adventure through fear of casting a burden on his owners. But in making the rule absolute for a new trial, their Lordships expressed the opinion that the question of the mast being saved was put to the jury as one of probability and not of possibility; that no question was left to them as to the purpose for which the mast was cut away, and that consequent wreck was treated by the Judge who presided at the trial as though it were actual wreck. From the point of view in which Mr. Justice Grove and Mr. Justice Lopes regarded the case, they thought that, although the Judge who presided was not dissatisfied with the verdict, yet the verdict was against the weight of evidence. When the new trial comes on, the result will be awaited with considerable interest.

**SAILING SHIPS BUILDING BY T. R. OSWALD, SOUTHAMPTON.**—Register Dimensions: Length, 226 feet; breadth, 37-10 feet; depth, 22-30 feet; gross tonnage, 1,402 tons. Length, 233 feet; breadth, 37-72; depth, 23-58 feet; gross tonnage, 1,496 tons. Length, 251 feet; breadth, 39 feet; depth, 24 feet; gross tonnage, 1,800 tons. Length, 223 feet; breadth, 37-38 feet; depth, 22-75 feet; gross tonnage, 1,440 tons. Length, 226 feet; breadth, 37-10 feet; depth, 22-30 feet; gross tonnage, 1,402 tons. Steamers.—Register Dimensions: Length, 281 feet; breadth, 33-76 feet; depth, 24 feet; gross tonnage, 1,750 tons; nominal horse-power, 200. Length, 232 feet; breadth, 28-20; depth, 17-29 feet; gross tonnage, 990 tons; nominal horse-power, 130. Length, 246-50 feet; breadth, 32 feet; depth, 17-33 feet; gross tonnage, 1,088 tons; nominal horse-power, 150. Length, 210 feet; breadth, 30-66 feet; depth, 15-79 feet; gross tonnage, 936 tons; nominal horse-power, 100. Mr. Oswald's works are complete within themselves, as he not only builds the hull and engines, but rolls his own iron and makes his own castings; in fact, does everything in connection with the vessels he is building.

# TANJONG PAGAR DOCK COMPANY

(LIMITED).

## VICTORIA DOCK, SINGAPORE.

This Company's Granite DRY DOCK, 450 feet in length, 65 feet width of entrance, and 20 feet depth of water on the sill, was OPENED on the 17th October, 1868. In the high tides of the North-East Monsoon there is a foot to eighteen inches more water.

In connection with the Dock is a complete range of workshops, fitted with steam machinery, driving all description of engineers' tools required in the construction and repair of vessels and machinery, and a foundry for iron and brass castings.

The Company's extensive Wharves and Godowns for receiving and storing cargo immediately adjoin the Dock.

Having an efficient European staff in each department, the Company is in a position to guarantee the best workmanship, executed with every possible despatch, as well as low rates of charges.

These advantages, and the great facilities which the proximity of the Dock to the town offers for the transport of materials, &c., enable this Company to adopt a very low scale of charges for ships' work of all classes.

## LONDON AGENTS.

Messrs. MACTAGGART, TIDMAN, and Co., 34, Leadenhall Street.

E. M. SMITH, Manager.

**CHILIAN GOVERNMENT FIVE PER CENT. LOAN, 1875, for £1,900,000.—FOURTH HALF-YEARLY DRAWING.—NOTICE IS HEREBY GIVEN,** that the Eighty-three BONDS, the numbers and particulars of which are hereunder specified, amounting to £20,400, were This Day DRAWN by LOT for PAYMENT at PAR, in accordance with the conditions contained in the Bonds of this Loan, at the Office of the Oriental Bank Corporation, in London, the agents of this Loan, and in the presence of Thomas Kynaston Weir, Esq., the Consul in London of and representing the Republic of Chili; and William Lamond, Esq., representing the said Oriental Bank Corporation; and of Mr. John Bridges, Notary Public, and that the same will be PAID on or after the 1st of September Next, by the said Oriental Bank Corporation, upon the said Bonds and all Interest Coupons not then due being left at the Office of the said Oriental Bank Corporation three clear days for examination.

The Drawn Bonds will cease to bear Interest on the 1st of September next.

NUMBERS AND PARTICULARS OF THE DRAWN BONDS.		
49	345	403 430 481 522 568
699	753	
9	Bonds for £1,000 each	... £9,000
952	1124 1250 1416 1618 1631 1650	
1800	1876 1897	
10	Bonds for £500 each	... 5,000
2081	2266 2402 2416 2427 2434 2539	
2691	2727 2868 2912 2962 3093 3151	
3178	3329 3481 3508 3532 3604 3755	
3900	4135 4189 4235 4265 4271 4287	
4415	4445 4467 4526 4532 4600 4614	
4630	4731 4790 4809 4837 4937 4956	
4984	5018 5071 5093 5096 5111 5178	
5252	5255 5262 5285 5299 5758 6147	
6081	6116 6134 6204 6246 6319 6323	
6849		
64	Bonds for £100 each	... 6,400

83 Bonds amounting together to the sum of ... £20,400  
London, 16th July, 1877.

For the Oriental Bank Corporation,  
Agents for the Loan, WM. LAMOND.  
Present: JOHN BRIDGES, Notary Public, of the firm of Duff, Bridges, and Watts, 5, Nicholas-lane, Lombard-street, London, E.C.

**CHILIAN GOVERNMENT FIVE PER CENT. LOAN, 1875, for £2,276,500.—EIGHTH HALF-YEARLY DRAWING.—NOTICE IS HEREBY GIVEN,** that the Ninety-one BONDS, the numbers and particulars of which are hereunder specified, amounting to £27,000, were This Day DRAWN by LOT for PAYMENT at PAR, in accordance with the conditions contained in the Bonds of this Loan, at the Office of the Oriental Bank Corporation, in London, the Agents for the Loan, and in the presence of Thomas Kynaston Weir, Esq., the Consul in London of and representing the Republic of Chili; and William Lamond, Esq., representing the said Oriental Bank Corporation; and of Mr. William Duff, Notary Public; and that the same will be PAID on or after the 1st of September next, by the said Oriental Bank Corporation, upon the said Bonds and all Interest Coupons not then due being left at the Office of the said Oriental Bank Corporation three clear days for examination.

The Drawn Bonds will cease to bear Interest on the 1st of September next.

NUMBERS AND PARTICULARS OF THE DRAWN BONDS.		
138	286 425 441 552 664 715	
751	838 875 891	
11	Bonds for £1,000 each	... £11,000
1116	1186 1215 1276 1279 1461 1650	
1740	1747 1931 1934 2044 2137 2150	
2466	2470 2473 2478 2564 2687	
20	Bonds for £500 each	... 10,000
2869	3040 3155 3271 3321 3350 3414	
3479	3519 3569 3691 3791 3793 3814	
3897	4034 4071 4117 4160 4247 4259	
4307	4334 4440 4489 4559 4657 4733	
4865	4919 4921 4940 5051 5062 5149	
5170	5314 5431 5501 5715 5725 5747	
5835	5916 5925 6005 6041 6122 6182	
6286	6333 6404 6659 6664 6666 6700	
6719	6753 6915 6940	
60	Bonds for £100 each	... 6,000

91 Bonds, amounting together to the sum of ... £27,000  
London, 16th July, 1877.

For the Oriental Bank Corporation,  
Agents for the Loan, WM. LAMOND.  
Present: WILLIAM DUFF, Notary Public, of the firm of Duff, Bridges, and Watts, 5, Nicholas-lane, Lombard-street, London, E.C.



**GILLET & BLAND, Manufacturers**  
by improved Steam Machinery of CATHEDRAL CHURCH, STABLE, SCHOOL, and HOUSE

#### CLOCKS

to Her Majesty's Government; also Patent CARILLON or CHIMING MACHINES, on their further improved principles (of which they are the sole inventors), to play any number of Tunes on any number of Bells. Makers of the Carillon Machine at Worcester Cathedral; Carillons and Great Chime Clocks for Bradford, Rochdale, and Winchester Town Halls; Manchester and Reading Town Halls (in hand); St. Patrick's Cathedral, Dublin; Sligo Cathedral (in hand); St. Stephen's, Hampstead; and for 400 churches, &c.; also for Earl Beuchamp, Duke of Somerset, Lord Kinnaird, Sir John Hawkshaw, Earl Egmont, HER MAJESTY THE QUEEN, for Windsor Castle (in hand), &c.

Manufacturers of every kind of Horological Instrument. Estimates forwarded on application.  
GILLET & BLAND, Steam Clock Factory, Croydon, London. Established 1844.

#### HOTEL BALMORAL, PARIS, 4, RUE CASTIGLIONE.

**MR. MACKENZIE, Proprietor** (late Hotel Walther), gives personal attention to visitors. Apartments of all sizes. Terms moderate. All languages spoken.

#### GRAND HOTEL DU LOUVRE ET PAIX, RUE NOAILLES, MARSEILLES.

**THIS Hotel** is specially recommended by visitors to and from India, China, and Japan. All descriptions of Apartments, from £50 to £3. Restaurant, Table d'Hôte, Reading Rooms, &c.

#### VICTORIA HOTEL, ROTTERDAM. Proprietor, J. TSSSEN.

**OPENED** in 1869; Enlarged, 1872. Specially adapted for English and American Visitors. Terms moderate.

#### GRAND HOTEL, VENICE. FORMERLY HOTEL NEW YORK.

**ON** the Grand Canal. First-class house with south aspect, the largest, best appointed, and most richly furnished Hotel in Venice. Elegant apartments for large and small families, replete with every comfort, and decorated in ancient style. Excellent cookery. Private gondolas at the Hotel. English and other languages spoken.

#### HOTEL DE LA VILLE, TRIESTE

**PASSENGERS** to and from INDIA CHINA, and JAPAN will find the above Hotel well fitted in every respect. Hot, Cold, Fresh, and Salt-water Baths. Restaurant, Cafe, and Reading Room, with English French, and German papers, and the London and China Express. Omnibus attends the trains.  
CHARGES MODERATE.

#### HOTEL GRANDE BRETAGNE. PLACE ROYALE, ATHENS.

**ONE** of the best Hotels in Europe. Views of the Acropolis, the King's Palace, &c. Charges very moderate.  
S. KENDROS, Proprietor.

#### HOTEL DE BYZANCE, CONSTANTINOPLE.

**THE** best Hotel in the Grand Rue at Pera; close to the English Embassy. Apartment and Salons of all sizes and prices. Pension £1.16 per day. Well recommended to visitors to and from India China, &c.

#### HOTEL MESSAGERIES ALEXANDRIA.

**THIS** Hotel is on the sea-side, two minutes' walk from the Square. Quiet and central. Large and small apartments. Pension £12 per day, including wine. Well recommended by passengers to and from India, China, &c.

#### HOTEL DER NEDERLANDEN, PORT SAID, EGYPT.

**THIS** splendid Hotel, situated at the entrance of the Suez Canal, offers every modern comfort at moderate charges. Large Dining, Coffee, Billiard, and Drawing-room with Piano. English, American, French, Italian, German, and Dutch papers. Garden. Hot and Cold Baths.

#### SHEPHERD'S HOTEL, CAIRO.

**THIS** old-established House has been refitted with all modern comforts, and is well recommended to passengers to and from India, China, &c. New and Old Cairo offer the greatest contrast for visitors.

#### NEW HOTEL, CAIRO.

#### HOTEL DE L'EUROPE, ALEXANDRIA.

Proprietor—PANTELLINI.

**THESE** Establishments are fitted with every comfort for visitors.

#### DUTCH BAZAAR, PORT SAID.

**THIS** extensive Establishment, opened in 1870, is very favourably known. Travellers and Passengers passing through the Suez Canal can be provided with any article. Cigars of the best Dutch manufacture, real Havana, Manillas &c., &c., at the most reasonable prices.

#### OSLER'S

#### GLASS CHANDELIERS

WALL LIGHTS AND LUSTRES FOR CHANDELIERS IN BRONZE AND ORMOLU KEROSENE, MODERATOR, AND OTHER LAMPS FOR INDIA AND HOME USE.

#### TABLE GLASS OF ALL KINDS. ORNAMENTAL GLASS, ENGLISH AND FOREIGN

LONDON—Show Rooms, 45, Oxford-street, W.  
BIRMINGHAM—Manufactory and Show Rooms, Broad-street. Established 1807.

#### FURNISHED HOUSE

**TO LET**, at 27, LEE PARK, BLACKHEATH, for Three Months, containing Ten good Rooms. Gardens, &c. Rent £4 4s. per week. Apply on the premises.

#### GUERLAIN,

15, RUE DE LA PAIX, PARIS.

VERITABLE AMBROSIAL CREAM for shaving. FASHIONABLE PERFUMES for the handkerchief. STILBOIDE for the hair. SAPOCETI, toilet soap. EAU DE COLOGNE (préparation spéciale). POUDRE DE CYPRIS for the complexion, ni fard, ni bismuth, ni produit chimique. CREME DE FRAISES (new Cold Cream).

#### THE FOLLOWING

**IS AN  
EXTRACT FROM A LETTER**  
dated 15th May, 1872, from an old inhabitant of Horningsham, near Warminster, Wilts:—  
"I must also beg to say that your Pills are an excellent medicine for me, and I certainly do enjoy good health, sound sleep, and a good appetite; this is owing to taking your Pills. I am 78 years old.  
Remaining, Gentlemen, yours very respectfully,  
"L. S.  
To the Proprietors of  
NORTON'S CAMOMILE PILLS, London

#### LIEBIG COMPANY'S EXTRACT OF MEAT.

FINEST MEAT FLAVOURING STOCK FOR SOUPS MADE DISHES AND SAUCES.  
CAUTION.—Genuine only with facsimile of Baron Liebig's signature across label

#### COWASJEE DINSHAW

Close to the Landing Place, Depot of EUROPEAN, CHINA, AND INDIAN WORK. WINE, BEER, CHAMPAGNE, and SPIRITS of the best quality. Bombay-made Soda Water and Lemonade, Perfumery, Confectionery, Ohman's Stores, and Stationery of every description. Sole Topes and Canvas Shoes, &c., &c., &c.  
STEAMER POINT, ADEN.  
Drawing and Reading-room free to Passengers.  
The London and China Express on Sale.

#### LIST OF AGENTS.

**THE NINETEENTH** Volume of this JOURNAL commenced the 3rd day of January 1877. Terms for advertising, 2s. 6d. per five lines, and 6d. for each additional line.

Subscriptions and Advertisements received abroad by the following Agents:—

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Marseilles	The Courier at Hotel du Louvre
Hamburg	R. CARL (for Subscriptions)
Bremen	WILLIAM WILKENS (for Advertisements)
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Penang	HOUGHTON and Co.
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Samarang	HOUGHTON and Co.
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Nagasaki—Japan	E. L. B. McMAHON.
Osaka and Higo	OFFICE, 79, GRACECHURCH-STREET C
Yokohama	



**THE AGRA BANK (Limited).**

Established in 1833.

CAPITAL, £1,000,000.

Head Office:—NICHOLAS-LANE, LOMBARD-STREET, LONDON.

Branches in Edinburgh, Calcutta, Bombay, Madras, Karachi, Agra, Lahore, Shanghai, Hong Kong.

Current accounts are kept at the Head Office on the terms customary with London Bankers, and interest allowed when the credit balance does not fall below £100.

Deposits received for fixed periods on the following terms, viz.:—At 5 per cent. per annum, subject to twelve months' notice of withdrawal. For shorter periods deposits will be received on terms to be agreed upon. Bills issued at the current exchange of the day on any of the Branches of the Bank free of extra charge; and approved bills purchased or sent for collection. Sales and purchases effected in British and Foreign Securities, in East India Stock and Loans, and the safe custody of the same undertaken. Interest drawn, and Army, Navy, and Civil Pay and Pensions realised. Every other description of Banking, Business and Money Agency, British and Indian, transacted.

J. THOMSON, Chairman.

**HONG KONG AND SHANGHAI BANKING CORPORATION.**

Capital, \$5,000,000. All paid up.

Reserve Fund, \$500,000.

COURT OF DIRECTORS AND HEAD OFFICE IN HONG KONG.

LONDON COMMITTEE.

Albert Deacon, Esq. (of Messrs. E. and A. Deacon).  
 M. P. Duncanson, Esq. (of Messrs. T. A. Gibb and Co.).  
 A. H. Phillpotts, Esq., Carshalton, Surrey.

MANAGER—David McLean, 31, Lombard-street, E.C.  
 BANKERS—London and County Bank.

BRANCHES AND AGENCIES.

Hong Kong	Hankow	Saigon
Shanghai	Yokohama	Singapore
Foochow	Hioogo	Bombay
Ningpo	Manila	Calcutta

The Corporation grant Drafts upon, and negotiate or collect Bills at any of the Branches or Agencies; also receive Deposits for fixed periods, at rates varying with the period of deposit.

The Corporation issue Letters of Credit, negotiable in the principal cities of Europe, Asia, and America, for the use of travellers.

They open Current Accounts for the convenience of constituents returning from China, Japan, and India.

They also undertake the Agency of constituents connected with the East, and receive for safe custody Indian and other Government Securities, drawing Interest and Dividends on the same as they fall due.

Dividends are payable in London on receipt of the advice of meeting in Hong Kong, held in February and August.

**ORIENTAL BANK CORPORATION.**

Incorporated by Royal Charter, August 30, 1851.

PAID-UP CAPITAL £1,500,000.

RESERVED FUNDS, £500,000.

The Corporation grant Drafts, and negotiate or collect Bills payable at Bombay, Calcutta, Cape Town, Colombo, Foochow, Hioogo, Hong Kong, Kandy, Madras, Mauritius, Melbourne, Point de Galle, Port Elizabeth, Shanghai, Singapore, Sydney, and Yokohama on terms which may be ascertained at their Office. They also issue Circular Notes for the use of Travellers by the Overland Route.

They undertake the agency of parties connected with India and the Colonies, the purchase and sale of British and Foreign Securities, the custody of the same, the receipt of Interest, Dividends, Pay, Pensions, &c., and the effecting of remittances between the above-named Dependencies.

They also receive deposits of £100 and upwards for fixed periods, the terms for which may be ascertained on application at their Office.

Office hours, Ten to Three; Saturdays, Ten to Two.  
 Threadneedle-street London, 1877.

**COMPTOIR D'ESCOMPTE DE PARIS.**

Incorporated by National Decrees of 7th and 8th of March, 1848, and by Imperial Decrees of 20th July, 18th and 31st December, 1866.

Recognised by the International Convention of 30th April, 1862.

Capital, fully paid up... £3,000,000  
 Reserved fund... 800,000

£4,000,000

CHIEF MANAGER.—Monsr. G. Girod.

HEAD OFFICE.—14, Rue Bergère, Paris.

LONDON OFFICE.—144, Leadenhall-street, E.C.

LONDON BANKERS.—The Bank of England, the Union Bank of London.

BRANCHES AT—Lyons, Marseilles, Nantes (France), Brussels (Belgium), Calcutta, Bombay, Shanghai, Hong Kong, Bourbon (Reunion), and Yokohama (Japan).

The Bank grants Drafts and Letters of Credit on all their Branches and Correspondents on the Continent and the East, and transacts Banking business of every description.

**BANK OF CALIFORNIA.—THE**

ORIENTAL BANK CORPORATION are prepared to ISSUE DRAFTS at sight on the Bank of California, San Francisco, the terms for which may be ascertained at their Office.

Threadneedle-street 1877.

**S. BING,**

DEPOT FOR WORKS OF ART, &amp;c..

FROM CHINA AND JAPAN,

9, RUE CHAUCHAT, PARIS

**THE MISSIONARY SCHOOL BLACKHEATH.**

THE foundation stone was laid in 1856 by the Earl of Shaftesbury. The building was intended to accommodate seventy-five pupils, and was opened in 1857. The cost was £7,000. The Institution became a decided success; the number of boys rapidly rose to seventy-five, and in addition to these there were in attendance as day pupils twenty of the sons of gentlemen of the neighbourhood, it being thought advantageous that the missionaries' children should mix freely with boys born and brought up in England. For some years past there has been a growing difficulty in obtaining a sufficient income to keep the Institution in working order (probably in consequence of a very general impression that one or two of the Missionary Societies supported the School), so that it has been found needful to reduce the number of pupils to fifty. A meeting of subscribers was lately called to consider the expediency of closing the School. The result, however, was a vigorous effort to raise the necessary funds to carry it on efficiently. The appeal was warmly responded to, and £1,000 was obtained. The debt has been paid off, some necessary repairs effected, and the hope is that the Home and School, so valued by our noble band of missionaries, will be raised to a state of efficiency equal to that of its best days.

The Committee is happy to have as the present Head Master the Rev. Edward Waite, M.A., a gentleman of high literary qualifications, while Mrs. Waite is a true mother to the boys. There is an efficient staff of masters assisting Mr. Waite, and every confidence is felt that such an education is being given as will afford entire satisfaction both to the parents and the subscribers. The Institution is wholly unsectarian in its character. The total number of boys received since 1852 is 307. Of these 176 were the sons of missionaries of the London Missionary Society; Baptist, 75; Presbyterian, 23 Wesleyan, Episcopalian, and others, 25.

The School is not intended for merely secular instruction; the spiritual interests of the boys are carefully attended to; they are diligently instructed in the truths of Holy Scripture, their conduct constantly watched over, and the whole of their school life pervaded by Christian influence. The Committee are aware that the character of education in general has been much improved in recent years, and being anxious not to fall behind any similar institution, have tested the progress of the boys periodically by Cambridge University Examiners and otherwise, with very satisfactory results. They desire to stimulate the diligence of the boys by offering for competition at least one scholarship—or by what shall be equivalent to a scholarship. Some of the lads show excellent capacities, which would justify the highest opportunities of culture.

The terms on which pupils were originally received were £15 per annum. The charge is now £18, which, considering the increased cost of provisions, &c., barely equal to the £15 of former times.

The Committee respectfully and urgently solicit the annual assistance of all friends who are able to help the Institution by their contributions. They cordially thank the liberal contributors to the Special Fund above referred to, and beg again to remind them and other friends of the School that it is entirely dependent upon the payments of the parents, and upon voluntary subscriptions, there being no endowment of any kind, or any other source of income, with the exception of an Annual Donation from the executors of a deceased friend to which, however, there is no legal claim.

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